West Mojave (WEMO) Route Network Project

Final Supplemental Environmental Impact Statement

Volume II - Appendices G through J

BLM

Appendix G

California Desert District, California

NATIONAL SYSTEM OF PUBLIC LANDS
U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Appendix G

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APPENDIX G

TRAVEL MANAGEMENT PLANS

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Appendix G

Travel Management Plans and Guidance

Travel Management Areas 1 - 9

West Mojave Route Network Project

BLM Barstow and Ridgecrest Field Offices

April 2019

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Information Common to All TMAs

The Travel Management Plan (TMP) information within the following subsections is applicable to all Travel Management Areas (TMA), and applies to the Final Supplemental Environmental Impact Statement (FSEIS) and Land Use Plan Amendment (LUPA).

Introduction

The West Mojave (WEMO) Planning Area is located to the northeast of the Los Angeles metropolitan area (See Figure 1.1-1). The West Mojave Planning Area currently totals 9.4 million acres, of which approximately 3.1 million acres are BLM administered public lands. The BLM land use plan for the Planning Area is the CDCA Plan. The BLM amended the CDCA Plan in 2006 with the WEMO Plan Amendment and in 2016 with the Desert Renewable Energy Conservation Project LUPA to establish the conservation program that applies to the BLM-administered public lands in the Planning Area. If approved, the WMRNP amendment to the Livestock Grazing, Motorized Vehicle Access, and Recreation Elements of the CDCA Plan, and the route designation process updates that would be incorporated into the CDCA Plan would be applicable only to the BLM-administered public lands within the West Mojave Planning Area.

Purpose and Need

The purpose and need of the West Mojave Route Network Project (WMRNP) TMPs are to provide a framework for transportation management, TMAs, and specific travel management implementation strategies in WEMO Planning Area. This framework and strategies address:

A. Conflicts and threats to sensitive resources,

B. Current and anticipated future transportation and travel needs,

C. Appropriate recreational access, and

D. Consistency with the CDCA Plan, as amended by the 2006 WEMO Plan, the 2016 DRECP LUPA, and other amendments. One of the planning issues to be addressed in the 2006 WEMO Plan is to "provide appropriate motorized vehicle access to public lands for commercial, recreational, and other purposes in a manner that is compatible with species conservation".

Since the development of the 2006 WEMO route network, new BLM policies, including BLM Travel and Transportation Management (TTM) (Manual 1626 2016) and BLM Travel and Transportation Handbook (H-8342 2012) have been developed. In addition, other new circumstances affecting travel and transportation management have occurred, including wilderness and OHV boundary modification legislation; receipt of new information on routes, route impacts, and route uses; and the litigation on the 2006 WEMO Plan Amendment. These changes include adoption of the 2016 Desert Renewable Energy Conservation Project Land-Use Plan Amendment.

By regulation, a land use plan, including travel management plans may be amended to consider new findings, data, new or revised policy, changes in circumstances or to address a proposed action that may result in a change in the scope of resource use or a change in the terms, conditions, and decisions of the approved plan (43 CFR 1610.5-5). The WMRNP will provide managers with a consistent way of implementing the CDCA Plan transportation management strategy that is adopted for the WEMO area, to achieve national and CDCA, as amended, goals and objectives moving forward.

Objectives

The objectives of the BLM's 1626 - TTM are to:

A. Establish a long-term, sustainable, multimodal travel network and transportation system of areas, roads, primitive roads, trails and other transportation linear features that address the need for public, authorized, and administrative access to and across BLM-managed lands and related waters.

B. Support the agency's mission and land use planning goals and objectives to provide for resource management, public and administrative access, and transportation needs and to promote sustainable landscapes for future generations.

C. Manage travel and transportation on the public lands and related waters in accordance with law, Executive order, proclamation, regulation, and policy.

D. Provide the maximum flexibility to the field offices in tailoring the TTM process to their local needs while ensuring that the minimum requirements called for by statute, regulation, case law and Departmental policy are followed (p. 1-1).

Authority

The following is a list of major legal authorities relevant to the BLM land use and implementation planning processes relative to TTM; it is not an inclusive list of all BLM authorities.

A. The Federal Land Policy and Management Act (FLPMA) of 1976, as amended (43 U.S.C. 1701 et seq.), provides for the management, protection, development and enhancement of the public lands.

1. Sections 102(a) (7) and (8) set forth the policy of the United States concerning the management of the public lands, including management according to multiple use and sustained yield, and the protection of specified values.
2. Section 201 requires the Secretary of the Interior to prepare and maintain an inventory of the public lands and their resource and other values, giving priority to areas of critical environmental concern. It also requires the Secretary, as funding and staff are available, to determine the boundaries of the public lands, identify those lands to the public using signs and maps, and provide inventory data to state and local governments.
3. Section 202(a) requires the Secretary, with public involvement, to develop, maintain, and when appropriate, revise land use plans that provide tracts or areas for specific uses of the public lands.
4. Section 202(c)(1-9) requires that, in developing land use plans, the Secretary of the Interior must use and observe the principles of multiple use and sustained yield; use a systematic interdisciplinary approach; give priority to the designation and protection of areas of critical environmental concern; rely, to the extent it is available, on the inventory of the public lands; consider present and potential uses of the public lands; consider the relative scarcity of the values involved and the availability of alternative means and sites for realizing those values; weigh long-

term benefits to the public against short-term benefits; provide for compliance with applicable pollution control laws, including state and federal air, water, noise, or other pollution standards or implementation plans; and consider the policies of approved state and tribal land resource management programs, developing land use plans that are consistent with state and local plans to the maximum extent possible consistent with federal law and the purposes of the act.

5. Section 202(d) provides that all public lands, regardless of classification, are subject to inclusion in land use plans, and that the Secretary may modify or terminate classifications consistent with land use plans.

6. Section 202(f) and Section 309(e) require that the Secretary provide federal, state, and local governments and the public, adequate notice and an opportunity to comment on the formulation of standards and criteria for, and to participate in, the preparation and execution of plans and programs for the management of the public lands.

7. Section 302(a) requires the Secretary to manage BLM lands under the principles of multiple use and sustained yield, in accordance with available land use plans developed under section 202 of FLPMA. There is one exception: a tract of the BLM lands dedicated to specific uses according to other provisions of law must be managed in accordance with such laws.

8. Section 302(b) recognizes the entry and development rights of mining claimants, while directing the Secretary to prevent unnecessary or undue degradation of the public lands.

9. Section 603(a) requires the Secretary to conduct a review of roadless areas having wilderness characteristics and report to the President regarding the suitability or non-suitability of each area for preservation as wilderness. Until Congress determines which of these areas it will designate as wilderness, and subject to certain existing uses, the Secretary must manage these areas so as not to impair their suitability for preservation as wilderness.

B. The Omnibus Public Land Management Act of 2009 (Public Law 111-11) established the National Landscape Conservation System to conserve, protect, and restore nationally significant landscapes that have outstanding cultural, ecological, and scientific values for the benefit of current and future generations. The system, now called National Conservation Lands, includes each area under BLM administration that is designated as a national monument, a national conservation area, a wilderness study area, a national scenic and historic trail as a component of the National Trails System, a component of the National Wild and Scenic Rivers System, a component of the National Wilderness Preservation System, and any area designated by Congress to be administered for conservation purposes. Such areas include the Steens Mountain Cooperative Management and Protection Area, the Headwaters Forest Reserve, the Jupiter Inlet Lighthouse Outstanding Natural Area, public land within the California Desert Conservation Area administered by the BLM for conservation purposes, and any additional area designated by Congress for inclusion in the system. The BLM manages the National Conservation Lands in accordance with applicable laws and regulations and in a manner that protects the values that led to the designation of the components of the

system. The act also established a law for the management, protection, and preservation of paleontological resources using scientific principles and expertise. It is the legal authority for collection of paleontological resources under permit and by casual collection from public lands, curation of paleontological resources from public lands, and prosecution of fossil theft and vandalism under new criminal and civil penalties.

C. The National Environmental Policy Act (NEPA) of 1969, as amended (42 U.S.C. 4321 et seq.), requires the consideration and public availability of information regarding the environmental impacts of major federal actions significantly affecting the quality of the human environment. This includes the consideration of alternatives and mitigation of impacts.

D. The Clean Air Act Amendments of 1990 (42 U.S.C. 7418), require federal agencies to comply with all federal, state, and local requirements regarding the control and abatement of air pollution. This includes abiding by the requirements of state implementation plans.

E. The Water Quality Act of 1987 (33 U.S.C. 1251), establishes objectives to restore and maintain the chemical, physical, and biological integrity of the Nation's waters.

F. Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141), as amended (23 U.S.C. 201, 203), provides funding and policy guidance for the U.S. surface transportation program.

G. The Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.) provides a means to conserve the ecosystems upon which endangered and threatened species depend and provides a program for the conservation of such endangered and threatened species.

   1. Section 1531(c)(1) requires all federal agencies to seek to conserve endangered and threatened species and use applicable authorities in furtherance of the purposes of this act.
   2. Section 1536(a) requires all federal agencies to avoid jeopardizing the continued existence of any species listed or proposed for listing as threatened or endangered or destroying or adversely modifying any designated or proposed critical habitat.
   3. Section 1536 [Section 7] (a) and 50 CFR 402 require all federal agencies to consult (or confer) with the Secretary of the Interior, through the Fish and Wildlife Service, or with the Secretary of Commerce, through the National Marine Fisheries Service to ensure that any federal actions (including those in land use plans) or activities are not likely to jeopardize the continued existence of any species listed or proposed to be listed under the provisions of the ESA or result in the destruction or adverse modification of designated or proposed critical habitat.

H. The Wilderness Act, as amended (16 U.S.C. 1131 et seq.), authorizes the President to make recommendations to the Congress for federal lands to be set aside for preservation as wilderness and provides for specific requirements for the management of congressionally designated wilderness areas.

I. The Alaska National Interest Lands Conservation Act (16 U.S.C. 3101 et seq.), provides for the special designation of certain public lands in Alaska and conservation of their fish

and wildlife values. It also includes special provisions allowing access for subsistence use and traditional activities.

J. The Antiquities Act of 1906, as amended (54 U.S.C. 320301 et seq.) protects cultural resources and other objects of historic and scientific interest on federal lands and authorizes the President to designate national monuments on federal lands.

K. The Archaeological Resources Protection Act of 1979 (Public Law 96-95; 93 Stat. 721; 16 U.S.C. 470) provides for the protection and management of archaeological resources on public and Indian lands, and specifically requires notification of the affected Indian tribe if archaeological investigations proposed in a permit application would result in harm to or destruction of any location considered by the tribe to have religious or cultural importance. The act directs agencies to consider the American Indian Religious Freedom Act in promulgating uniform regulations.

L. The National Historic Preservation Act of 1966, as amended (Public Law 89-665; 80 Stat. 915; 54 U.S.C. 300101 et seq.), extends the policy in the Historic Sites Act to preserve objects and sites of national significance to include those sites of state and local as significance as well. The act also expands the National Register of Historic Places, and establishes the Advisory Council on Historic Preservation, State Historic Preservation Officers, Tribal Preservation Officers, and a preservation grants-in-aid program. Section 106 directs all federal agencies to take into account the effects of their undertakings (actions and authorizations) on properties included in or eligible for the National Register of Historic Places. Section 110 sets inventory, nomination, protection, and preservation responsibilities for federally owned cultural properties. Regulations of the Advisory Council on Historic Preservation (36 CFR Part 800) implement section 106 of the act. The 10 western BLM states and Alaska comply with section 106 of the act according to a national programmatic agreement dated February 9, 2012.

M. The National Trails System Act of 1968, as amended (Public Law 90-543, Public Law 111-11, and 16 U.S.C. 1241-1251), establishes a national system of recreation, scenic, and historic trails and prescribes the methods and standards for adding components to the system.

N. The Wild and Scenic Rivers Act of 1968, as amended (Public Law 90-542 and 16 U.S.C. 1271-1287), establishes a national system of wild, scenic, and recreational rivers. The act requires preservation of these rivers in their free-flowing condition and protection and enhancement of their outstandingly remarkable values. It also prescribes methods and standards for adding components to the system.

O. The Land and Water Conservation Fund Act of 1965, as amended (54 U.S.C. 200301 et seq.), establishes a national policy that "present and future generations be assured adequate outdoor recreation resources" and requires "all levels of government and private interests to take prompt and coordinated action . . . to conserve, develop, and utilize such resources for the benefit and enjoyment of the American people." The act directs the Secretary of the Interior to inventory, evaluate, and classify outdoor recreation facilities and formulate and maintain a nationwide outdoor recreation plan.

P. The Rehabilitation Act of 1973, as amended (29 U.S.C. 701), states, in section 504, that "no qualified individual with a disability in the United States . . . shall . . . be excluded

from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance or . . . conducted by any Executive agency or by the United States Postal Service." The act also states that no person with a disability can be denied participation in federally funded or assisted programs, activities, or services just because that person has a disability as long as that person meets the qualifications to participate and that participation does not fundamentally alter the program, activity, or service. Department of the Interior regulations for implementation of this law were issued in 1982 in 43 CFR part 17.

Q. The Mineral Leasing Act of 1920, as amended (30 U.S.C. 181, et seq.), authorizes the development and conservation of coal, oil, gas, and other leasable mineral resources.

R. The General Mining Law of 1872, as amended (30 U.S.C. 21 et seq.), allows the location, use, and patenting of mining claims on sites on federal lands.

S. The Mining and Minerals Policy Act of 1970 (30 U.S.C. 21a), establishes a policy of fostering the orderly development of economically stable mining and minerals industries and studying methods for reclamation and the disposal of waste.

T. The Taylor Grazing Act of 1934 (43 U.S.C. 315), authorizes the Secretary of the Interior "to establish grazing districts or additions thereto and/or to modify the boundaries thereof, of vacant, unappropriated, and unreserved lands from any part of the public domain . . . which in his opinion are chiefly valuable for grazing and raising forage crops." The act also provides for the classification of lands for particular uses, establishing rights-of-way for stock-driving.

U. The Public Rangelands Improvement Act of 1978 (43 U.S.C. 1901), provides that the public rangelands be managed so that they become as productive as feasible in accordance with management objectives and the land use planning process established pursuant to 43 U.S.C. 1712.

V. The Wild Free-Roaming Horses and Burros Act, as amended, 16 U.S.C. 1331-1340, requires wild horses and burros are protected and managed as components of the public lands, and managed in a manner designed to achieve and maintain a thriving natural ecological balance on the public lands.

W. Executive Orders 11644, Use of Off-Road Vehicles on the Public Lands (1972), and 11989, Off-Road Vehicles on Public Lands (1977), establish policies and procedures to ensure the control of off-road vehicle use to protect public lands.

X. Executive Order 13007, Indian Sacred Sites (1996), requires federal agencies, to the extent practicable, permitted by law, and not clearly inconsistent with essential agency functions, to:

1. Accommodate access to and ceremonial use of Indian sacred sites by Indian religious practitioners; and
2. Avoid adversely affecting the physical integrity of such sacred sites.
3. Implement or propose procedures to facilitate consultation with appropriate Indian tribes

Y. Executive Order 13084, Consultation and Coordination with Indian Tribal Governments (1998), provides, in part, that each federal agency must establish regular and meaningful consultation and collaboration with Indian tribal governments in developing regulatory practices on federal matters that significantly or uniquely affect their communities.

Z. Executive Order 13195, Trails for America in the 21st Century (2001), provides, in part, that federal agencies will work cooperatively with tribes, states, local governments, and interested citizen groups to protect, connect, and promote trails of all types throughout the United States.

AA. Secretarial Order 3206, American Indian Tribal Rights, Federal-Tribal Trust Responsibilities, and the Endangered Species Act (1997), requires Department of the Interior agencies to consult with Indian tribes when agency actions to protect a listed species, as a result of compliance with ESA, affect or may affect Indian lands, tribal trust resources, or the exercise of American Indian tribal rights.

BB. Secretarial Order 3319, Establishment of a National Water Trails System (2012), allows Department of the Interior agencies through the Secretary to designate water trails as a class of national recreation trails.

Federal Land Policy and Management Act (FLPMA)

The BLM's planning process is governed by FLPMA (43 USC 1712) and 43 Code of Federal Regulations (CFR) 1600. FLPMA requires Land Use Plans (LUPs) to be developed, maintained and when appropriate, to be revised to provide for the use of the public lands. In development and revision of land use plans BLM is required to use multiple use and sustained yield principles, achieve integrated consideration of physical, biological, economic, and other sciences, rely on present inventories of the public lands and their resources and values, consider the present and potential use of the public lands, comply with applicable pollution control laws, and consider the policies of state, local and tribal land use plans. As required by FLPMA, public lands must be managed in a manner that protects the quality of public land resources, and that provides for outdoor recreation and human occupancy and use (43 USC 1701(a)(8)).

FLPMA specifically addresses transportation and OHV access, as well a livestock grazing. In addition to the Congressional Declaration of Policy, 43 USC 1701, noted above, Part 6 and Part 7 of Title V, authorizes the issuance of rights-of-way for use of the public lands. Title VI of FLPMA, which established the CDCA, specifies that the use of all California desert resources can and should be provided for in a multiple use and sustained yield management plan, to conserve resources for future generations, to provide for the present and future use and enjoyment, particularly outdoor recreation uses, including the use, where appropriate, of off-road recreational vehicles (OHV) (43 USC 1781).

Executive Orders No. 11644, 11989, and 13195

In 1972, Presidential Executive Order No. 11644 established the first uniform policies regarding OHV use on public lands. Each land management agency was directed by this Order to issue directions as to which trails and areas were open for OHV use and which were not. The Order required that OHV use be monitored to assess and minimize associated impacts. The requirements of the Order were implemented by BLM in 43 CFR 8342.1. Executive Order

11989 (42 FR 26959, May. 24, 1977) amended Executive Order 11644 (37 FR 2877, Feb. 8, 1972) by requiring that off-road vehicle areas or trails be closed immediately if an agency determines that the use of off-road vehicles will cause or is causing considerable adverse effects on the soil, vegetation, wildlife, wildlife habitat, or cultural or historic resources. Executive Order 13195, January 23, 2001 (66 FR 7391) Trails for America in the 21st Century provides, in part, that Federal agencies will work cooperatively with Tribes, States, local governments, and interested citizen groups to protect, connect, and promote trails of all types throughout the United States

Federal Regulation 43 CFR 8342.1

The CDCA Plan's motorized-vehicle access element was amended (1982 Plan Amendment Three, approved May 17, 1983) to conform with 43 CFR 8342.1, which states:

"The authorized officer shall designate all public lands as either open, limited, or closed to off-road vehicles. All designations shall be based on the protection of the resources of the public lands, the promotion of the safety of all the users of the public lands, and the minimization of conflicts among various uses of the public lands; and in accordance with the following criteria:

Areas and trails shall be located to minimize damage to soil, watershed, vegetation, air, or other resources of the public lands, and to prevent impairment of wilderness sustainability.

Areas and trails shall be located to minimize harassment of wildlife or significant disruption of wildlife habitats. Special attention will be given to protect endangered or threatened species and their habitats.

Areas and trails shall be located to minimize conflicts between off-road vehicle use and other existing or proposed recreational uses of the same or neighboring public lands, and to ensure the compatibility of such uses with existing conditions in populated areas, taking into account noise and other factors.

Areas and trails shall not be located in officially designated wilderness areas or primitive areas. Areas and trails shall be located in natural areas only if the authorized officer determines that off-road vehicle use in such locations will not adversely affect their natural, esthetic, scenic, or other values for which such areas are established."

Wilderness Act of 1964 and Omnibus Bill of 2009

The Wilderness Act of 1964 established the National Wilderness Preservation System. Wilderness as defined by the Act is "an area of undeveloped Federal land retaining its primeval character and influence, without permanent improvements or human habitation, which is protected and managed so as to preserve its natural conditions" for the benefit of present and future generations (Wilderness Act, 1964).

The 2009 Omnibus Public Land Management Act of 2009 added more than two million acres of wilderness, more than 1,000 miles of Wild and Scenic Rivers, and established new National Parks, conservation areas, national heritage areas, national trails, and national monuments. The bill created new water conservation, habitat restoration, and land management programs, and gave formal recognition to the 26 million acre National Landscape Conservation System (NLCS)

encompassing BLM's National Monuments, Conservation Areas, Wilderness and Wilderness Study Areas, Wild and Scenic Rivers, and Scenic and Historic Trails.

The WEMO Planning area includes areas designated as wilderness, as well as legislatively designated Wilderness Study Areas (WSA). In addition, the Mojave River in the planning area includes segments that have been determined to be eligible Wild and Scenic Rivers. Other lands in the planning area have not been designated as wilderness or WSA, but retain wilderness characteristics. These various lands are discussed in Section 3.11.

BLM Travel and Transportation Management Guidance

In recent years, BLM has developed substantial guidance to facilitate the integration of comprehensive travel and transportation management planning into land use planning. Travel and Transportation Manual 1626 (MS-1626, revised September 27, 2016), forms the backbone of this guidance. Many of these developments were in the form of Instruction Memorandums (IMs), which only have temporary applicability until their provisions are formally incorporated into a BLM Manual or Handbook. A summary of the recent IMs and Handbooks is as follows:

H-1601-1, Land Use Planning Handbook, Appendix C, Part D. Comprehensive Trails and Travel Management. March 11, 2005.

Technical Note 422. Roads and Trails Terminology. November 2006. Implemented in IM 2006-173, dated June 20, 2006.

IM 2007-030. Clarification of Cultural Resource Considerations for OHV Designation and Travel Management. December 22, 2006.

IM-2012-067. Clarification of Cultural Resource Considerations for Off-Highway Vehicle Designations and Travel Management. February, 10, 2012.

IM 2008-014. Clarification of Guidance and Integration of Comprehensive Travel and Transportation Management Planning in the Land Use Planning. October 25, 2007.

H-8342-1, Travel and Transportation Management Handbook. March 16, 2012.

Other Agencies

No other federal, state, or local agencies have specific jurisdiction over motorized vehicle use and livestock grazing on public lands. The National Highway Traffic Safety Administration (NHTSA) has established Federal Motor Vehicle Safety Standards (FMVSS) for motor vehicles, and these, along with California state regulations established by the Department of Motor Vehicles (DMV), California Air Resources Board (CARB), and California Highway Patrol (CHP), govern the types of vehicles that may be used on highways. In addition, the route network established for the WEMO Planning area must be consistent with the networks established in the adjacent areas by considering "edge-fitting," in which open routes in the WEMO Planning area would link with open routes in adjacent areas, and the same would occur for closed routes. Within the West Mojave Planning Area, the U.S. Fish and Wildlife Service (USFWS) has issued biological opinions that contain terms and conditions which direct BLM's livestock grazing program on matters concerning the conservation and recovery of special status species and their habitats.

Responsibility

A. The Director, through the various Assistant Directors, is responsible for:

1. Establishing policy, goals, objectives, and procedures for TTM on public lands and related waters within the framework of public law and Departmental policy.
2. Providing direction, management, and leadership relating to TTM on public lands and related waters.
3. Communicating policy and management direction through the issuance and update of manuals, handbooks, and instruction memoranda.
4. Providing training opportunities for BLM personnel through the National Training Center.
5. Identifying, addressing, and reconciling interrelationships, policy issues, and conflicts between TTM and other programs.
6. Maintaining a liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with TTM on the public lands and related waters.

B. State Directors are responsible for:

1. Implementing policy and providing statewide TTM program coordination and guidance for TTM on the public lands and related waters within their respective jurisdictions.
2. Reviewing, evaluating, and ensuring the accomplishment of approved Annual Work Plan items related to coordinating and guiding TTM.
3. Providing program development and technical assistance to field offices to ensure TTM goals and objectives are accomplished.
4. Maintaining a liaison with other government agencies, permittees, concessionaires, user groups, and organizations concerned with TTM in their respective jurisdictions.
5. Maintaining up-to-date geospatial data compatible with BLM corporate data standards for a national ground transportation linear feature dataset(s) and other relevant datasets.
6. Maintaining TTM information in the Recreation Management Information System (RMIS) database.

C. District/Field Managers are responsible for:

1. Providing for the appropriate consideration of TTM within the resource management planning and implementation process.
2. Managing, monitoring, evaluating, and ensuring accomplishment of the approved Annual Work Plan items related to coordinating and guiding TTM.
3. Ensuring that individuals responsible for TTM receive appropriate training.
4. Developing, implementing, and monitoring actions related to TTM.

5. Ensuring TTM is an interdisciplinary, collaborative process across all programs.
6. Establishing and maintaining an inventory of travel-related linear features for planning purposes. The inventory must compatible with the national ground transportation linear features dataset.
7. Managing transportation and travel uses on BLM-administered public lands and related waters by allocating necessary resources to meet the travel and transportation objectives of people engaged in administrative, commercial, agricultural, casual, traditional, and recreational program objectives.
8. Developing, implementing, and monitoring travel and transportation implementation plans.
9. Maintaining the national ground transportation linear features dataset with current decision data relative to the approved travel networks and transportation systems.
10. Maintaining a liaison with local, state, and federal agencies; partner and user groups; other organizations; and members of the public concerned with TTM in the resource area/field office.
11. Consulting with federally recognized tribes.
12. Conducting TTM in conformance with legal requirements and professional standards.

Travel Management Process

Land Use Plan Decisions and Considerations

This TMP conforms to the California Desert Conservation Area Plan (CDCA) 1999 revised, West Mojave Plan (WEMO) 2006 and Desert Renewable Energy Conservation Plan (DRECP) 2016.

Plan Amendment-Level Decisions

The 2012 Travel Management guidance (H-8342) makes clear distinctions between the land-use planning decisions to adopt a travel management framework, and non-land use planning decisions to implement the travel management planning framework, including the designation of specific routes. The CDCA Plan had already made some of these transportation and travel management decisions in designating all public lands within the CDCA into broader landscape categories which define whether and how OHV use is allowed. All areas within the CDCA, including all lands within the West Mojave Planning Area, are designated as open for OHV use, limited OHV use, or closed to OHV use as defined by 43 CFR 8340.0-5 (f), (g), and (h) or classified as a transportation linear disturbance as defined by BLM Manual 1626, Sec. 4.3. The CDCA Plan amendment being considered for the West Mojave Planning Area in this FSEIS only applies to those areas that are categorized as open or limited OHV use. Within limited OHV use areas, routes may be designated as OHV Open, OHV Limited with restrictions on use, or OHV Closed, as identified in 43 CFR 8341.1 and 8342.1(a-c).

The specific plan amendments, and their supporting rationale, are described in Section 2.1.1 of the FSEIS. In general, the purpose and need for these amendments is to:

Conform to current TTM-related regulations and guidance;

Provide a framework for future management of the transportation network;

Update specific access parameters that are currently established in the CDCA Plan; and

Update specific grazing parameters that are currently established in the CDCA Plan.

BLM implementation of the proposed amendments of the CDCA Plan would require approval by the BLM's California State Director through a Record of Decision (ROD). This approval process would include the amendment of the CDCA Plan to adopt the provisions of the 2006 West Mojave Plan that were left in place, except as modified herein. Upon approval of the ROD, BLM will adopt any necessary CDCA Plan amendment. The decisions that would be necessary to implement each alternative are listed in Section 2.1.1 and 2.1.2 (FSEIS).

Conforming to Current TTM-Related Regulations and Guidance

The MVA Element in the CDCA Plan states "at the minimum, use will be restricted to existing routes of travel." This language was not specifically updated in the 2006 West Mojave Plan. In the Summary Judgment Order, the Court stated that BLM has the authority to amend the Plan to lift this restriction, as long as those amendments satisfy NEPA, FLPMA, and all other applicable statutes and regulations.

BLM has determined that a restriction of OHV routes to those that existed in 1980 does not comply with requirements of the following policy and regulations applicable to transportation planning:

BLM regulations in 43 CFR 8342.1, which requires designation of public lands as open, limited, or closed based on protection of resources of the public lands, safety of all users, and minimization of conflicts among the various uses of the public lands, and in accordance with the designation criteria provided in the regulation;

BLM Handbook 1610-1, Appendix C, Comprehensive Trails and Travel Management, which requires delineation of travel management areas and designation of Off-Highway Vehicle Management Areas as open, limited, or closed; and

BLM Handbook 8342, Travel and Transportation Management Handbook, which describes how BLM is to comprehensively manage travel and transportation on public land.

BLM Handbook 1626, Travel and Transportation Management Manual, which replaces BLM Handbook 8342, and also describes how BLM is to comprehensively manage travel and transportation on public land.

In order to modify the CDCA Plan to comply with the regulations and policies cited above in the West Mojave Planning Area, BLM has identified a need to replace the existing CDCA Plan language.

Providing a Framework for Future Management of the Travel Network

The new Travel Management guidance recommends adoption of smaller geographical units–Travel Management Areas (TMAs) based on commonalities, such as geography, patterns of use, common transportation issues, ease of management, and resource values. TMA objectives may also be adopted in the land use plan to facilitate the implementation of proposed travel

management strategies. This WEMO Travel Management Route Network plan amendment adopts initial travel management objectives for each TMA.

Updating Specific Access Parameters in the CDCA Plan

Consistent with the BLM 2012 Travel Management Handbook (BLM 2012) and 2016 Travel and Transportation Management Manual (BLM 2016), the proposed plan amendment would provide the framework for a comprehensive transportation and travel network on public lands in the West Mojave Planning Area, including consideration of both public and other (e.g., commercial and private) access needs and opportunities on public lands as part of the comprehensive transportation and travel network, recognizing the changing nature of access needs, and the relevance of non-motorized and non-mechanized as well as motorized travel on public lands.

As one element of the proposed changes, planning-level access parameters of the MVA element that may further minimize impacts from the network are under consideration, including lakebed designations and measures for stopping, parking, and camping areas adjacent to designated routes. Recreation Element access parameters that may further minimize impacts from the network are also under reconsideration, including the designation of competitive event corridors and guidelines for permitting competitive events. Boundary modifications to open, limited, and closed areas are being considered only insofar as legislative changes have occurred since the release of the 2006 West Mojave Plan. No other boundary changes to open, limited, or closed areas are proposed in this FSEIS.

Implementation-Level Decisions

LUP-level decisions establish the decision space for transportation access implementation decisions. Implementation-level strategies include the following:

Activity plans for each TMA include:

- Specific goals and objectives, strategies, and priorities for action;
- On-the-ground access upgrades or modifications other than route designations;
- The adopted route network; and
- Actions to implement all elements of the activity plans and of supporting implementation plans.

Supporting activity plans, such as monitoring, law enforcement, and rehabilitation plans.

Mechanisms for changes within the scope of the activity plan objectives.

The transportation and travel network integrated into each of the activity plans will identify routes, trails, and primitive trails on public lands outside of OHV Open Areas that meet the goals and objectives of the LUP, consistent with 2006 WEMO Plan and 2016 DRECP LUPA goals and objectives for the conservation of sensitive plant and animal species. The activity plans include the area-specific transportation networks and associated strategies for the management of access on public lands within the WEMO Planning area outside of OHV Open Areas. The specific motor-vehicle route network that is ultimately adopted in any specific area will depend on many factors, including the LUP framework and activity plan goals and objectives, feedback from the

public and other interested parties, and the specific measures selected to minimize impacts and to other resource values.

Transportation System Designations

Two of the BLM's greatest management challenges are providing reasonable and varied routes for access to public lands and providing areas for a variety of motorized and non-motorized recreation. The various landscapes, user interests, equipment options, weather conditions, transportation infrastructure, and resource constraints all must be considered. Travel and transportation are an integral part of virtually every activity that occurs on public lands, including recreation, livestock and wildlife management, commodity resources management, ROWs to private inholdings, and public land management and monitoring. Comprehensive Travel and Transportation Management (TTM) is the planning, management, and administration of motorized and non-motorized roads, primitive roads, and trails to ensure that public access, natural resources, and regulatory needs are considered.

Comprehensive travel management planning should address all resource use aspects, such as recreational, traditional, casual, agricultural, commercial, and educational, and accompanying modes and conditions of travel on public lands, not just OHV activities.

Asset Classifications

The BLM's Transportation System is a dynamic system that routinely expands and contracts with the authorization, addition and closure of routes. According to BLM policy (H8342-1), the Transportation System itself consists of those linear travel features classified as Roads, Primitive Roads and Trails (See Table G-1) – and subsequently recorded in the BLM's Facility Asset Management System (FAMS).

The asset classification for each route is assigned by reviewing individual segments of the route that are included in a geographic information system (GIS) format, based on information collected and analyzed for the route designation process. The current asset classification for most BLM OHV Open and OHV Limited routes in the WEMO planning area is primitive road: primary; this is the default classification in the absence of additional information.

Information on routes is maintained in the inventory of linear features, including their location and length, in conjunction with the accompanying route designations. Routes that have specific limitations may include a specific frequency or schedule for monitoring. Additional inventory information may also be available, for instance, on the difficulty or suitability of the route for various types of vehicles or activities. Asset classifications include the following:

Road: A road is a linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use.

Roads are typically improved travel features (e.g., surfaced), or intensively/routinely maintained routes. The classification of a feature as a road implies that routine and regular maintenance of that feature could, and is expected to, occur – and any NEPA compliance document authorizing or designating the feature has considered and disclosed this level of maintenance. Often these routes are specifically authorized through a ROW or similar instrument, and the maintenance of the route is the responsibility of a third party. As a rule of thumb, these routes should be designed

and engineered to meet certain standards, though this is not always the case. The following three categories, or functional classes, of roads can exist on BLM managed public lands.

Functional classes indicate the relative importance of a road's transportation and access functions, and are the basis for geometric design standards and maintenance guidelines. The functional classifications are determined according to guidance in BLM Manual 9113 Roads.

Collector Roads are the highest standard of a BLM road. They provide primary access to large blocks of land and connect with or are extensions of a public road system. Collector roads accommodate mixed traffic and serve many uses. They generally receive the highest volume of traffic within the BLM road system. User cost, safety, comfort, and travel time are primary road management considerations. Collector roads usually require application of the highest standards used by the BLM. As a result, they have the potential for creating substantial environmental impacts and often require complex mitigation procedures.

Local Roads normally serve a smaller area than collector roads and connect to collector roads or public road systems. Local roads receive lower volumes, carry fewer traffic types, and generally serve fewer users. User cost, comfort, and travel time are secondary to construction and maintenance cost considerations. Low volume local roads in mountainous terrain, where operating speed is reduced by effort of terrain, may be single lane roads with turnouts.

Resource Roads are usually spur roads that provide point access and connect to local or collector roads. They carry very low volumes of traffic and accommodate only one or two types of uses. Use restrictions are applied to prevent conflicts between users needing the road and users attracted to the road. The location and design of these roads are governed by environmental compatibility and minimizing BLM costs, with minimal consideration for user cost, comfort, or travel time.

Primitive Road: A primitive road is a linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.

Primitive Roads make up the majority of routes in the Transportation System. They are typically unimproved routes that are maintained solely by the use of the route by vehicles, or routes that are maintained on an "as needed" basis. Although the definition states they are managed for use by four-wheel drive or high-clearance vehicles – often they are used with sufficient frequency to allow regular use by two-wheel drive and low-clearance vehicles. Many of these routes are either historic (e.g., old mining or ranching roads) or more recent user-created routes that see sufficient use to keep vegetation from colonizing the tire travel surface, though in some cases vegetation may be found in the center of the road bed.

The following three categories of primitive roads can exist on BLM managed public lands. These categories are not precise and may overlap because they are defined both by location and by relative levels of use.

Primitive Road: Primary - These routes provide the primary access into and through BLM public lands, extend the furthest continuously into and across a TMA, and connect with or are extensions of either the public road system or the BLM's Transportation System. Most receive low volumes of traffic, but generally receive a higher volume of traffic than secondary or tertiary primitive roads.

Primitive Road: Secondary - These routes within or to BLM public lands often spur off the primary roads within the TMA. Secondary primitive roads may provide side loop routes, travel

to lesser-visited destinations, provide access to four-wheel technical users, or receive lower volumes of traffic.

Primitive Road: Tertiary - These routes provide point-access and connect back to primary and secondary primitive roads. They may carry very low volumes of traffic and frequently travel out to only one or two specific destinations.

Trail: A linear route managed for human-powered, livestock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.

Unlike primitive roads and roads, the primary use of trails tends to be recreational in nature. With the onset of larger OHV equipment (side-by-sides) the definition above probably does not hold true, in that trails may not always accommodate all OHVs or may indeed sometimes accommodate or be managed for use by four-wheel drive or high-clearance vehicles. This classification is most useful when specifically identifying routes with recreational purposes and where the management direction is to limit use to a smaller trail bed (e.g., single track, hiking, mountain biking, etc.).

This limited definition of a Transportation Network is insufficient to cover the range of linear travel features managed by the BLM within the WEMO planning area. Primitive routes are also considered to be part of the BLM's Transportation System (although they would not be recorded in FAMS).

Primitive Route: Any motorized/mechanized linear transportation feature located within a Wilderness Study Area (WSA) or in an area designated in a land use plan to be managed for its wilderness values. These routes remain in this status until Congressional action occurs on the WSA or, in the case of lands with wilderness characteristics; a management decision is made to no longer manage an area for these values.

Should Congressional action release a WSA from its study status or a Land Use Plan amendment decide not to manage lands with wilderness characteristics for those resource values, the routes should be reclassified and designated appropriately to one of the other designations. If the routes are no longer of public value, they should be classified as transportation linear disturbances.

Assets Not Included in the Transportation System

There are some linear travel features on public lands that are not included within the Transportation System because they are not routes (transportation linear disturbances), are routes that are not open to public use (temporary routes), or are not managed by the BLM (non-BLM routes).

Transportation Linear Disturbance: Linear features that are not designated as part of the Transportation System and are not temporary routes (e.g., granted under easement, authorization or permit).

Transportation linear disturbances are, however, managed concurrently (e.g., following the same guiding principles, contained in the same data sets, etc.) with the Transportation System until such time that the feature cannot be readily identified by on-the-ground evidence.

Temporary Route: Short-term roads, primitive roads or trails authorized (i.e., emergency access routes) or acquired for the development, construction or staging of a project or event that has a finite lifespan.

These routes are not intended to be part of the permanent or designated transportation network system, unless so designated, and must be reclaimed when their intended purpose(s) has been fulfilled. Unless they are specifically intended to accommodate public use or provide the best option for public use in an area, they are not available for public use. A temporary route is authorized or acquired for the specific time period and duration specified in the written authorization (permit, ROW, lease, contract etc.) and normally is scheduled and budgeted for reclamation to prevent further vehicle use and soil erosion from occurring by providing adequate drainage and re-vegetation.

The definition includes not only short-term roads, primitive roads and trails, but also any route associated with a project of a finite lifespan for which a third-party will be responsible for the decommissioning, reclamation and restoration of the route upon completion of the project. As with short-term roads, the temporary routes are not included in the Transportation System and the terms of the written authorization will be determinant. The requirement to reclaim temporary routes, and identify a responsible party and source of funds, provides a formal approach for temporary route removal.

In point of fact, many routes that were, at the time of authorization "temporary routes" have been designated as part of the Transportation System. These routes often provide the best maintained OHV-accessible routes through public lands in the desert and the most efficient means for the public to get from one location to another. In the absence of their designation, temporary routes are not part of the Transportation System.

Transportation System needs and resource considerations may change dramatically over the life of some temporary routes, as many project authorizations are for 30 years or more. While it is anticipated that these routes will be reclaimed at the end of the authorization, the determination to reclaim a temporary route may be revisited and revalidated at the terminus of the project, during the termination, revocation or abandonment process. At that time, the BLM specifically addresses the terms of reclamation, whether the route has a public purpose at the time of termination, and if so, may evaluate and add the route to the Transportation System, designate the route accordingly, and absolve the third-party of any further maintenance and restoration responsibility, consistent with current public participation and route designation procedures.

Non-BLM Routes: These are routes that are located on lands managed by the BLM, but are managed by another agency, generally by right-of-way (ROW) or other agreement. Non-BLM routes include interstate highways, State routes, County-maintained roads, and roads within city limits. These routes are not part of the BLM Transportation System, but connect with and run through the BLM transportation network and are therefore considered in BLM Transportation System development and maintenance.

Table G-1. Transportation System Asset Classification and Route Designation Categories

Asset Classification	Designation	Subdesignation
Road (either Collector or Resource)	OHV Limited	Street legal only
Primitive Road (Primary, Secondary or Tertiary)	OHV Open, OHV Limited	OHV Open, ATV/UTV, administrative, authorized/permitted, competitive, motorcycle, seasonal, street legal only
Trail	OHV Limited	Motorcycle, ATV/UTV
Trail	Non-Motorized	Biking, seasonal
Trail	Non-Mechanized	Hiking, equestrian, seasonal
Primitive Route*	OHV Limited	ATV/UTV, administrative, authorized/permitted, motorcycle, seasonal
Temporary Route*	OHV Limited	ATV/UTV, administrative, authorized/permitted, motorcycle, seasonal, street legal only, biking, hiking, equestrian

*These are not technically asset classifications and would not be classified in FAMS.

Route Designation

The designation of individual roads, primitive roads, and trails are addressed as an implementation level plan tiered from the LUP. These decisions can be developed as stand-alone TMPs, or can be incorporated into activity management plans,

The CDCA Plan provided the following definitions for open, closed, and limited routes.

> Open Route. Access on the route by motorized vehicles is allowed. Specific uses with potential for resource damage or significant conflict with other use may require specific authorization.
>
> Closed Route. Access on route by motorized vehicles is prohibited except for: (1) fire, military, emergency or law enforcement vehicles when used for emergency purposes; (2) combat or combat support vehicles when used for national defense purposes: (3) vehicles used for official purposes by employees, agents, or designated representatives of the federal government or one of its contractors. Use must be consistent with the multiple use guidelines for that area.
>
> Limited Route. Access on route is limited to use by motor vehicles with respect to number of vehicles, type of vehicles allowed, time or season of vehicle use, permit or license requirements, and speed limits.

The definition of limited routes is further defined in the 2012 TTM Handbook (H-8342-1) to include consideration of types or modes of travel; identification of roads, primitive roads, and trails; time or season of use; types of vehicles (OHV, motorcycle, ATV, high clearance, etc.); authorizations or permits for vehicles or users; and BLM administrative use only or other types of limitations.

Implementation decisions that govern only OHV (43 CFR 8340.0-5(a)) activities on routes. The route designation is one of several decisions required to govern travel and transportation

comprehensively. The BLM designates routes as OHV Open, OHV Limited, or OHV Closed, and the designation must be included in all route-specific decisions and recorded in the national ground transportation linear feature dataset(s). Definitions and the designation criteria used in this decision making process stem from those provided for OHV areas in 43 CFR 8340.0-5(f), (g), and (h).

> *f) OHV Open Route.* OHV travel is permitted where there are no special restrictions or no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting the timing or season of use, the type of OHV, or the type of OHV user.
>
> *g) OHV Limited Route.* OHV travel on routes, roads, trails, or other vehicle ways is subject to restrictions to meet specific resource management objectives. Examples of restrictions include numbers or types of vehicles; time or season of use; permitted or licensed use only; or other restrictions necessary to meet resource management objectives, including certain competitive or intensive uses that have special limitations.
>
> *h) OHV Closed Route.* OHV travel is prohibited on the route. Access by means other than OHVs, such as by motorized vehicles that fall outside of the definition of an OHV or by mechanized or non-mechanized means, is permitted. The BLM designates routes as closed to OHVs if necessary to protect resources

Traditionally, the BLM's travel management program focused primarily on motor vehicle use. Within the framework of Comprehensive TTM, this program is significantly expanded to encompass all forms of travel, including travel by foot, horseback and other livestock, mechanized vehicles (such as bicycles), motorized vehicles (such as two-wheeled motorcycles and four-wheeled OHVs, cars, and trucks), and motorized and non-motorized boats. Mode of travel refers to the mechanisms used to move across the land. It is broadly defined in three categories, those that use motors, those using some mechanical method and those reliant only on the movements of the human (or animal) bodies.

Defining the Transportation System includes determining a transportation asset classification and a route designation for each linear travel feature (route) in the TMA. The transportation asset classification identifies the appropriate design and maintenance standards for a route, which is no higher than necessary to accommodate the intended function(s) of the route. The asset classification is not a route designation, but by its nature is correlated with the route designation. The route designation, and, if appropriate, subdesignation, determines the allowable mode of transportation (OHV, non-motorized, non-mechanized) of the route, while the subdesignation(s), if assigned, further defines the types of vehicles and/or users that may use each route. There are three main asset classification categories (road, primitive road, and trail), and there may be associated sub-classification categories as well, which are noted in parentheses in Table G-1 after each asset classification (e.g. primary, secondary, tertiary). The asset classifications and the associated route designations that are used to classify routes are summarized in Table G-1.

OHV Travel

Automobile, truck, and motorcycle traffic can use the varied network of roads and highways developed by the State and Counties. This mode of transportation is by far the most used system in the planning area, with roadways under State, County, service area, and private entity control. In addition to the movement of goods by rail, the planning area is a major corridor for the movement of goods by truck, again connecting Southern California to the rest of the United

States. Caltrans, the Counties of Inyo, Kern, Los Angeles, and San Bernardino, and each incorporated community, manage motor vehicle systems in the planning area. The counties maintain many of the roadways within cities by contract.

The increase in the use of OHVs has created several issues on public lands in the planning area. First, the increasing capability of OHVs to traverse difficult terrain allows easier access to remote parts of the planning area, thereby increasing the likelihood of impacts on otherwise protected resources. Second, as the popularity of recreational OHV use continues to grow, there can be conflicts with other public land users. Lastly, the expansion of unauthorized cross-country OHV use is creating additional resource damage in the planning area. The route system within the planning area is widely scattered and disconnected; many BLM parcels within the planning area have little or no legal or physical access. Routes in the planning area have been created and improved by trail and trailhead building, increased administrative access, energy development, and various ROWs. Over the years, many of these routes have also become part of the roads and trail system frequently used by visitors who are engaged in mechanized and OHV recreation. In addition, due to conditions in the desert, a single rider going off trail can develop a new route that remains on the ground for a substantial period of time. Livestock grazing operations also depend on the current route network for access within grazing allotments and access to range improvements. Because livestock grazing operations have decreased overall within the planning area, the dependency on the route network has also decreased.

The management of OHV activities within the planning area includes monitoring and maintaining trails, maintaining a database of use, ongoing training for OHV-related issues, issuing citations and warnings for violations, and coordinating with user groups, local officials, and other agencies.

State System - California Department of Transportation (Caltrans)

The State of California has established a series of state-constructed and maintained routes in accordance with the Street & Highway Code, Art. 3, Sec. 300 et seq. State roadways in the planning area consist of Interstate freeways, freeways, expressways, highways and surface streets. For more than 100 years, Caltrans and its predecessors have been responsible for designing, building, operating and maintaining the California state highway system. Over time, as the population of California has increased, Caltrans' role has expanded to include rail and mass transit systems. In addition to a changing mix of transportation modes, such as highways, rail, mass transit and aeronautics, Caltrans professionals must consider the integration of various transit issues with land use, environmental standards, and the formation of partnerships between private industry and local, state and federal agencies.

Caltrans operates and maintains 15,000 miles of roadways included in the State Highway System with a budget of over $10 billion (Caltrans 2012). Caltrans is also responsible for ensuring proper distribution of the State Transportation Improvement Program.

Mass Transit

Mass transit and rapid transit systems in the planning area are limited to more conventional modes, specifically bus. There are many sources of bus public transit within the planning area. The largest providers in the area include:

- Victor Valley Transit Authority: The Victor Valley Transit Authority (VVTA) serves the cities of Adelanto, Hesperia and Victorville; the Town of Apple Valley; and the unincorporated communities of Phelan, Wrightwood, Pinon Hills, and Helendale. This transit system carries more than a million passengers annually. Service includes standard bus operations, plus curb-to-curb service for disabled persons.
- Morongo Basin Transit Authority: The Morongo Basin Transit Authority transports nearly 143,000 passengers each year in the City of Twentynine Palms, Town of Yucca Valley, and the unincorporated communities of Joshua Tree, Landers, Flamingo Heights, and Yucca Mesa.
- Barstow Area Transport: The City of Barstow administers the operation of the Barstow Area Transit, as well as two San Bernardino County-supported specialized services for seniors and persons with disabilities in the communities of Big River and Trona. The system carries more than 144,000 passengers each year.
- Antelope Valley Transit Authority: The Antelope Valley Transit Authority serves the Lancaster/Palmdale area. They provide a variety of services including local and commuter services. The transit system carries more than a million passengers annually.
- Kern Regional Transit (KRT): KRT operates a fleet of 30 vehicles ranging in size from 15 passenger paratransit minibuses to thirty-foot, heavy duty transit buses, with service in excess of 1.2 million miles. The KRT connects Taft, Frazier Park, Lancaster, Mojave, Wasco/Shafter, Delano, California City, Tehachapi, Ridgecrest, Inyokern, and Bakersfield with a ridership of over 450,000 passengers.

Mechanized Travel

The climate in the West Mojave is well-suited for bicycle travel at many times of the year. Bikeways exist in most cities and in some unincorporated portions of the planning area. Most bikeways exist as marked lanes on surface streets within the communities. Many of the more recently developed portions of the planning area provide for foot traffic along sidewalks in residential areas while some of the older subdivisions make no provisions for pedestrians. Generally speaking, foot traffic pathways between unincorporated communities are nonexistent.

Mechanized travel, such as mountain biking, is becoming increasingly popular on public lands, and several areas in the WEMO Planning area are considered premium destinations. Throughout the planning area, mechanized use is not limited to designated routes, unless otherwise specified. Mechanized use is primarily occurring on old OHV routes, game trails, and user-created trails, as well as on planned single-track routes. Popular mountain biking areas in the planning area include Juniper Flats, Lucerne Valley, Calico Mountains, Sierras, El Paso Mountains, South Searles, Red Mountain, and the Rademacher Hills. The Rademacher Hills are an area within the Ridgecrest subregion where a Special Recreation Permit has been issued for a competitive mountain bike race for the last few years (2011-13) and was the sight of races for about ten years straight in the 1990s.

Non-Mechanized Transportation

Hiking and horseback riding have been increasing in popularity within the planning area. The high rate of population growth and sprawl of communities in Southern California, including Los Angeles, Ventura, and Santa Barbara, have subsequently added overflow pressure to public lands in the vicinity.

Hiking, Mountain climbing, and Rock Climbing are all popular forms of Non-mechanized travel. Hiking occurs both cross country and on established pathways. Those pathways used include roads and trails that are currently used by other vehicles, trails that are no longer in use by vehicles, livestock and game trails, plus historic pack and transportation trails. Some of the locations that are currently popular for hiking include Grapevine Canyon, Little Tahiti Falls, Deep Creek, Rainbow Basin, Mitchell Mountain, Sunrise Canyon, Fairview Mountains, Sand Canyon, Short Canyon, Rademacher Hills, Pacific Crest Trail, Fossil Falls, Centennial Canyon, Sacatar Trail, Great Falls Basin, and the Trona Pinnacles.

Another popular activity is hiking to scale a mountain to its highest point/peak often referred to as mountain climbing or peak bagging. Popular mountains to scale in the WEMO Planning area include Cave Mountain, Fremont Peak, Bell Mountain, Quartzite Mountain, Ord Mountain, Owens Peak, Black Mountain, Red Mountain, Chuckawalla Mountains, Butterbredt Peak, and Morris Peak.

The activity of rock climbing in which participants climb up, down or across natural rock formations is gaining popularity on the public lands. Some of the popular locations for people to rock climb include Sawtooth Canyon, Horseman Center, Margaritaville east of Apple Valley, Mule Canyon, Fairview Mountains, Fossil Falls, Five Fingers, School House Rocks, Robbers Roost, Poison Canyon, Great Falls Basin, and Wagon Wheel area.

Horseback riding is common, but dispersed throughout the planning area on trails and roads. No routes have been specifically constructed for equestrian use, but equestrian use occurs on routes that were constructed for other modes of travel. In the planning area, popular horseback riding areas include Mojave Riverbed, Afton Canyon, Juniper Flats, Rattlesnake Canyon, Morongo Valley, Rainbow Basin, Owl Canyon, Calico Mountains, McCloud Flat, Searles Valley, Red Mountain, Rand Mountains, El Paso Mountains, and the Rademacher Hills. In addition to these areas, horseback riding is popular in and around many of the desert communities including Trona, Ridgecrest, Inyokern, Victorville, Hesperia, and Roy Roger's home community of Apple Valley.

The use of horses as part of grazing operations also occurs within the planning area. Because livestock grazing operations have decreased overall within the planning area, the dependency on the use of horses has also decreased; however their use is still key, particularly in grazing allotments which overlap designated wilderness areas.

Corral type facilities have been developed at the Afton Canyon, Rainbow Basin, and Owl Canyon campground group sites.

In addition to casual use the Ridgecrest Field Office annually authorizes about six Special Recreation Permits for equestrian endurance events and long distance tours. The long distance tour takes riders from the community of Ridgecrest all the way to Furnace Creek in Death Valley National Park. While the endurance events challenge the conditioning of horse and rider to see if they can cover from 50 to 100 miles in less than 24 hours. These events occur within the

following subregions: Ridgecrest, El Paso, Sierra, Red Mountain, Rand Mountains, and South and North Searles.

WEMO Planning Area Roads

The road system within the planning area is mostly composed of four classifications of roads: major highways, arterials, collectors and local streets. Design, construction, and maintenance of the surface road system is the responsibility of each local jurisdiction's roads department or Caltrans.

The following road standards are left purposefully vague due to the numerous jurisdictions within the planning area. Specific road standards are available from each local jurisdiction.

Major Highways

There are many major roadways that connect this large planning area. Most of the major highways are two to four lane roads with some expanding to eight lanes in the more urban section of the planning area. These roads are state and US routes and are maintained by Caltrans and include:

- State Route 14: This route is classed as a major conventional highway/freeway. It is a north-south route located in Los Angeles County.
- State Route 18: This route is classed as a major conventional highway. It is an east-west route located in the southern portion of the planning area in San Bernardino County, with a short section in Los Angeles County.
- State Route 58: This route is classed as a major conventional highway/freeway. It is an east-west route located in San Bernardino and Kern Counties. This highway has many four-lane sections along its alignment.
- State Route 62: This route is classed as a major conventional highway. It is an east-west route located in San Bernardino County.
- State Route 127: This route is classed as a conventional highway. It is a north-south route located in San Bernardino and Inyo Counties.
- State Route 138: This route is classed as a major conventional highway/expressway. It is an east-west route located in Los Angeles and San Bernardino Counties.
- State Route 178: This route is classed as a conventional highway. It is an east-west route located in Inyo, Kern, and San Bernardino Counties. This highway expands to four lanes through Ridgecrest in the planning area.
- State Route 190: This route is classed as a conventional highway. It is an east-west route located in Inyo County.
- State Route 202: This route is classed as a conventional highway. It is an east-west route located in eastern Kern County.
- State Route 223: This route is classed as a conventional highway. It is an east-west route located in Kern County.

- State Route 247: This route is classed as a conventional highway. It is a north-south route located in San Bernardino County.
- U.S. Route 95: This route is classed as a major conventional highway. It is a north-south route located in eastern San Bernardino County.
- U.S. Route 395: This route is classed as a major conventional highway/expressway. It is a north-south route passing through San Bernardino, Kern, and Inyo Counties.
- Interstate Route 15: This route is classified as a major interstate. It runs northeast through San Bernardino County from the southwest corner of the planning area to the northeast.
- Interstate Route 40: This route is classified as a major interstate. It runs east-west through the southern section of the planning area through San Bernardino County.

Major highways are important to grazing operations with the planning area. Major highways not only connect these rural operations to towns and cities for meeting the needs of the rancher and their families, but also provide access to auction barns and other livestock markets. Major highways are essential for the transportation of sheep from the Bakersfield area out to grazing allotments in the planning area.

Arterials

Arterials are routes with high traffic carrying capacity. An arterial might be defined as a road that is used, designed to be used, or is necessary to carry high volumes of traffic. An arterial, when constructed to its ultimate standard, is typically two lanes of traffic and a parking lane each way separated by a median with additional right-of-way on either side. Access is typically limited in order to minimize potential conflicts. Subdivision standards limit access to two intersecting local streets between arterials and collectors (1/2 mile distance), with no intersection closer than 660 feet to another. Also, developers are usually required to abandon the right of vehicular access from lots adjacent to arterials. Actual listing of arterial locations is too numerous for this document. Arterials are usually within a 110 foot right-of-way and provide a connecting route between population centers and major highways. Arterials may also form the boundaries for neighborhoods. At present, numerous arterial alignments, especially in the rural areas, exist at local street standards (approximately 60-foot right-of-way). It is anticipated that development and traffic demand would result, ultimately, in the widening of these roads.

Collectors

Collectors are the next lower level of traffic carrying capacity. These routes carry lower volumes of traffic than arterials, but more than local streets. Collectors serve as collections for local street systems directing traffic to the arterials. These roads occasionally serve as boundary streets for neighborhoods and as a general rule are located along mid-section lines. The collectors usually have two-travel lanes and a parking lane each way with minimal additional right-of-way. While some residential lots may have access to collectors, it is preferable that access is limited and access to properties is directed to local streets.

Local Streets

Local circulation routes generally provide access directly to abutting properties. Under existing standards, these roadways consist of approximately 40 foot traveled way improved sections and 10-foot parkways on each side. The width of these roads varies a great deal with newer developments usually having wider travel lanes.

Off-Highway Vehicle Management Areas

All public lands within the WEMO Planning area are currently designated as either Open to OHVs, Closed to OHVs, or OHV Limited. The Open Areas were shown in Table 3.6-2 of the FSEIS, in the discussion of recreation. Most of the WEMO Planning area, 73.6 percent, is designated as OHV Limited.

Closed Areas do not allow OHV travel within the boundaries. Areas designated as Closed within the WEMO Planning area include congressionally designated Wilderness units, land in ACECs and Special Areas where provided for in management plans, and in certain sand dune and dry lakebeds.

Open Areas allow for motor vehicle travel anywhere in the area if the vehicle is operated responsibly in accordance with regulations. Even though within Open Areas vehicle travel is not restricted to a designated route system, sometimes routes are designated within the boundaries to assist the public in navigation through the areas and to locations of public interest. The Open Areas include designated OHV Open Areas (Table 3.6.2) and certain sand dune and dry lakebeds (see CDCA Plan, 1999, p. 78, Table 9.)

Limited Areas allow for motor vehicle travel to occur only on certain "routes of travel," which include roads, ways, trails, and washes, unless as identified on specific dune systems or lakebeds. At a minimum, use is restricted to existing routes of travel. An existing route of travel is a route established before approval of the Desert Plan in 1980, with a minimum width of two feet, showing significant surface evidence of prior vehicle use or for washes, history of prior use. When necessary, other limitations may be stipulated.

Due to higher levels of resource sensitivity vehicle access may be directed toward use on approved routes of travel. Approved routes include primary access routes intended for regular use and for linking desert attractions for the general public as well as secondary access routes intended to meet specific user needs. The Western Mojave Desert Off Road Vehicle Designation Project (2003) along with the 2006 WEMO Plan both reviewed route of travel within the planning areas and established an approved network of routes of travel.

In general the designated routes of travel are available for use by the public by all modes of travel including OHV, mechanized, and non-mechanized. At times as needed to protect and manage resources or to provide a varied recreational experience further limitations maybe placed on the designated routes. Some examples of these further restrictions that maybe implemented include modes of travel, periods of use, and types of user, such as authorized users (e.g., grazing permittees, right-of-way holders) or are limited to administrative access for agency purposes.

Public Participation

Prior to the start of the scoping period, the BLM mailed 51 Cooperating Agency invitation letters to federal, state, and local agencies identified as having special expertise or jurisdiction by law applicable to the WEMO Project. The letters notified potential Cooperating Agencies of the WEMO Project, provided an overview of the WMRNP, invited participation as a Cooperating Agency, and provided contact information to submit questions.

The BLM also mailed 16 Tribal consultation letters to potentially affected Tribes formally initiating government-to-government consultation regarding the WEMO Project. The Tribal consultation letters provided an overview of the WEMO Project; requested consultation and invited input; and provided contact information to submit any questions, concerns, or comments on the WEMO Project.

The DAC is a citizen-based Resource Advisory Council that provides recommendations on the management of public lands in the BLM's California Desert District. The DAC operates under a Charter established under Section 309 and Section 601 (g)(1) of the FLPMA, as amended (43 U.S. Code 1739); and all other provisions of the law. In December 2011, in response to the WEMO Project, the DAC established the WEMO Route Network Project Subgroup (WRNPS), which provides input regarding route-specific and network issues pertinent to the WEMO planning area for BLM to consider. The WRNPS is composed of members representing industry, recreation, conservation and the public at large and holds regularly scheduled meetings that are open to the public. The WRNPS has met more than a dozen times, held additional public outreach sessions, and prepared two reports for the District Manager identifying issues and providing recommendations and rationales for area-wide strategies and route-specific designations in the planning area.

The planning process was initiated by a Notice of Intent (NOI) to prepare a Supplemental Environmental Impact Statement and Proposed Plan Amendment to the 2006 WEMO Plan that was published in the Federal Register on September 13, 2011, and clarified on May 2, 2013. The NOI served as notification of the intent to prepare an EIS as required in 40 CFR 1501.7, as well as of potential amendments to the CDCA Plan, and requested comments on relevant issues, National Historic Preservation Act (NHPA) (16 U.S.C. 470(f) concerns, and initial planning criteria for the plan amendment.

The NOI indicated that the Proposed Plan Amendment and FSEIS would consider the following:

Amending the Motorized-Vehicle Access (MVA) Element of the CDCA Plan to modify the language regarding the process for designating routes in the West Mojave Planning Area;

Reconsider other MVA Element land-use-planning level guidance and minimization strategies for the West Mojave Planning Area;

Revisit the route designation process for the West Mojave Planning Area;

Clarify the West Mojave Planning Area baseline for route designation and analysis;

Establish a route network in the Planning Area consistent with current guidance and new information;

Adopt travel management areas (TMA) to facilitate implementation of the West Mojave route network;

Provide or modify network-wide and TMA-specific activity-plan level minimization, mitigation, and other implementation strategies for the West Mojave Planning Area; and

Respond to specific issues related to the US District Court WEMO Remand Remedy Order issued in 2011.

Following the NOI, BLM held two overview public scoping meetings on September 27 and 29, 2011, in Ridgecrest and Barstow, California. Appendix A presents a summary of the scoping process, and the comments that were received during the process. As part of the scoping process, the BLM hosted scoping meetings and public workshops for the public and other interested parties to learn about and submit comments on the WMRNP. The BLM advertised the scoping meetings using a variety of outreach materials including the Project website and news releases. The outreach materials provided an overview of the proposed project; provided meeting locations, dates, and times; explained the purpose of the scoping meetings; identified methods for making comments; and provided contact information for questions regarding the WEMO Project. All materials provided an e-mail address for submitting comments (blm_ca_wemo_project@blm.gov) and a link to the Project website (https://www.blm.gov/programs/planning-and-nepa/plans-development/california/west-mojave-plan-route-network), which contained a comment form and additional project background information.

The BLM held 10 public scoping meetings to initiate the BLM's process for reconsidering OHV route designations in the WEMO Project planning area. The BLM held two overview open house public meetings September 27 and 29, 2011, in Ridgecrest and Barstow, California, and based on scoping comments and feedback from those meetings, followed with eight public travel designation workshops, also held in Ridgecrest and Barstow, in January and February 2012. A total of 299 people, not including BLM staff, attended the scoping meetings and workshops. Prior to the meetings, the BLM posted WEMO current maps and additional project information to the Project website for public review. Table 2 of the Scoping Report (Appendix B) provides the locations, dates, times, and number of attendees at each scoping meeting. On May 2, 2013 BLM published a clarified NOI to indicate the planning-level vs non-planning level decisions, and to clarify that the plan amendment would be an EIS-level amendment. Three additional public workshops were held in January 2014, in Barstow, Bishop, and Ridgecrest, which targeted tribal communities.

The Notice of Availability of the WMRNP Draft SEIS was published in the Federal Register on March 6, 2015 (FR Vol. 80, No. 44, Pgs. 12194 to 12195). The initial public review period began on March 6, 2015, and continued for 90 days until June 4, 2015. During that period, BLM held public meetings in Ridgecrest on March 31, in Victorville on April 2, in Lone Pine on April 7, and in Yucca Valley on April 15. BLM received 458 public comment letters within this comment period.

Based on comments requesting an extension of the public comment period, and the ability to review the Draft SEIS within the context of the DRECP, an additional public comment period was re-opened beginning on September 25, 2015. This additional comment period was open for 120 days, until January 25, 2016. During this period, two additional public meetings were held in Victorville on December 15, and in Ridgecrest on December 17. During this comment period, BLM received an additional 286 public comment letters.

Following each of those public comment periods, BLM sorted and reviewed the public comments. Where appropriate, changes were made in the route designation alternatives, analysis, and/or text of the SEIS. Comments that were not route-specific were organized into categories, and responses were developed to each group of comments. The response–to-comment document is provided in Appendix I of this Revised Draft SEIS. There were approximately 11,900 route-specific comments to the 2015 Draft SEIS in which a commenter requested a change to the designation of a route. Where these comments identified a specific route, requested a change in its designation, and provided rationale for the proposed change, they were reviewed by resource staff, and changes to designations were made in the Alternative 4 route network, where appropriate.

Accordingly, BLM initiated the WMRNP SEIS, tiered from the 2005 WEMO Final EIS, to inform BLM's evaluation of a plan amendment proposal and alternatives for its grazing program and transportation and travel management program, and associated non-land use plan transportation and travel management implementation strategy and route network alternatives, within the West Mojave Planning Area, to address deficiencies identified by the Court, and to serve as BLM's NEPA compliance document. The previous Draft SEIS was issued on March 6, 2015, and was available for public review for a 90 day public review period, followed by an additional 120 day public review period. The current Draft SEIS published in the *Federal Register* on March 16th, 2018 considers public comments made during those review periods, and incorporates additional data and requirements associated with the 2016 DRECP LUPA. There were approximately 7,900 route-specific comments in which a commenter requested a change to the designation of a route. Where these comments identified a specific route, requested a change in its designation, and provided rationale for the proposed change, they were reviewed by resource staff, and changes to designations were made in the Alternative 5 route network, where appropriate.

For additional information: Please see special rules 43 CFR 8341.2 and the National Environmental Policy Act of 1969 for more specifics regarding the public participation process.

Route Designation Process and Evaluation Criteria

Route Inventory

The existing baseline inventory of routes is a combination of the 1985 and 1987 inventory, the 2001 and 2002 inventory that was conducted for the 2005 WEMO planning effort, and the inventory update conducted in 2012 and 2013, in support of this plan amendment. This plan amendment supersedes Appendix R of the 2005 EIS.

In 2012 and 2013, BLM updated the inventory of linear features by tracing additional features from USDA's one meter-resolution National Agriculture Imagery Program (NAIP) aerial photography into the Ground Transportation Linear Features (GTLF) geospatial database. The inventory consisted of the West Mojave network (as corrected), which serves as the No Action Alternative, and other linear features that currently exist on the ground, to ensure that all existing features were included in the analysis. Note that this inventory reflects the on-the-ground features existing as of 2013, and thus includes features that were developed after 1980, either as a result of BLM authorizations or through the unauthorized proliferation of routes. It also reflects substantial improvement in technical accuracy—many of the "new" features are simply the result of better photography since 1980 and were not detected at that time. Inventory updates since the

2005 WEMO planning effort have included using aerial imagery to digitize linear features within the WEMO Planning area in an effort to update the baseline inventory to include as many known routes and transportation linear disturbances as possible. In some areas, OHV crews have identified route locations by using GPS devices.

The court also requested BLM to further clarify its No Action alternative, and to treat the baseline for planning analysis consistently throughout the document. In 2012, the BLM began two efforts that would provide a comprehensive understanding of existing routes within the West Mojave Planning Area. An intensive open-route signing project and subsequent monitoring project was conducted in the field using GPS handheld equipment that could directionally track routes as they were being driven and would help to assure map accuracy. At the same time, high quality aerial photography from 2009 was being reviewed by GIS personnel at 1:2000 resolution and was used to provide a digital record (created in 2013) of all the open routes and any unauthorized routes. The result of these two concurrent inventories identifies a total of all primitive routes (ground transportation linear features—see glossary) in the planning area. The 2012-2013 inventory of routes identified approximately 15,000 miles of linear features outside of OHV Open Areas on public lands. These linear features either are currently being used as OHV or primitive routes, or historically have been used for these purposes and still show some evidence of that use. The total inventory rose to 16,003 miles in the March 17, 2018 DSEIS, due to a geometry error that resulted in approximately 768 miles more than the most accurate baseline to date, which resulted in a current total of approximately 15,235 miles. Thus, the final route inventory for the WMRNP SEIS and LUPA is 15,235. The additional 235 miles in the final route network are the result of additional right-of-ways, street-legal only routes, access to private lands for homeowners, and a small increase in route connectivity for user safety and other TTM required route designations.

This final total is approximately 8,000 miles more than the WEMO Plan inventory which was based on the data collected in 2001 (and analyzed in 2005) for the 2006 WEMO Plan. Based on a sample review of the aerial 2005 data and the current aerial (2013) data, the additional miles of primitive routes in the inventory has not changed since 2005. BLM's sample review of the recent and earlier route inventories indicates that these additional routes are not the result of an expansion of the route inventory since the 2006 WEMO Plan ROD. BLM has identified several reasons why the current inventory is more extensive than the inventory reflected in the 2006 WEMO Plan.

During the 2013 inventory efforts, the data that BLM was collecting (both in the field and using the aerial photography) clearly did not match data from the 2006 WEMO Plan. This discrepancy was apparent in the extensive 2001 inventories of the redesign areas known as Motorized Access Zones (MAZs), and was even more apparent in the approximately 50 percent of the planning area that was not inventoried in 2001 and which instead relied on previous inventory data (2005 WEMO Final EIS, p. 2-143-145).

Routes from the 2006 WEMO Plan were inaccurate due to mapping errors based on source data, magnetic alignment or tracing errors. Other routes were "in the wrong place", possibly the result of the equipment used in 2001, resulting in signs not matching up with the maps that indicated where the approved plan said a route should be.

The 2013 inventory incorporates many access roads to private lands and rights-of-way for which data is now available. These routes may not be intended for public use in many cases. They can

include spur routes off of main routes that were often not included in the 2001 inventory and may include spur routes to private lands and to telephone poles or other right-of-way facilities that may or may not have been issued an official authorization for such use. Use that is specifically authorized for use can be the source of route proliferation if not appropriately designated and managed.

Some routes not identified in the 2006 WEMO Planning inventory showed signs of partial reclamation. These routes have been included in the route inventory to clarify their designation, and will remain there until evidence of their use is substantially eliminated.

Previously undocumented routes that were identified in the 2013 inventories include routes in areas with source data that was older than 2001. Many areas had not been revisited comprehensively since the 30-year old inventories that had been conducted for the 1985-1987 planning effort. Some areas had "gaps", e.g., places where route inventories were never collected and documented, or which relied exclusively on the 1:24,000 or 1:50,000 USGS topographic maps (flown circa 1950 – 1980).

Large land acquisition and disposal efforts occurred after the 1985-87 inventory, resulting in a net increase of over 165,000 additional public land acres outside of wilderness or OHV open areas. At the time of acquisition, route inventories were not taken.

The current inventory includes the entire 15,235 miles of primitive routes because it reflects the condition and use patterns on the ground. Most of the primitive routes in the current inventory are not in the designated OHV network as approved by the 2006 WEMO Plan because they were not identified or known at the time. They constitute non-designated routes that have been in use for some time. The discrepancy between the 5,098 miles of routes approved by the 2006 WEMO Plan and the 15,235 miles of routes identified in the current inventory existed before the 2006 WEMO Plan was approved. The inventory that existed before and at the time the 2006 WEMO Plan was approved was not sophisticated enough to identify the discrepancy.

A relatively small number of the 15,235 miles of identified routes are actual permitted routes that were not included in the original 2006 WEMO inventory and analysis. They are currently being utilized by permittees. These routes have been added to the network as authorized/administrative routes, consistent with the 2006 WEMO Plan implementation direction. Previously designated non-motorized or non-mechanized routes were not addressed in the 2006 travel network, but comprise a minimal number of miles, as identified in the Chapter 4 impacts analysis. The entire 16,000 miles of routes forms the inventory of routes from which alternatives were designed. The preliminary No Action route network (5,098 miles) was adjusted by certain decisions issued by the court, and included valid existing rights (e.g., those authorized/administrative routes) to total 5,677 miles. This number, 5,677 miles of routes, forms the basis for the comparison of impacts between alternatives.

Evaluation Criteria

All RMPs must contain a list of the criteria used to evaluate area designations and a preliminary set of those criteria that will be used to evaluate individual transportation linear features. The evaluation criteria themselves do not direct a specific decision but instead establish information on the resources with which a route interfaces for consideration in the decision-making process. This information allows for the identification and development of opportunities and techniques to minimize adverse impacts by limiting the degree or magnitude of the action and its

implementation, thus aiding the BLM in making informed science and resource based decisions on the future management of OHV areas and individual routes.

The evaluation criteria, at a minimum, must include the respective key elements of the designation criteria in 43 CFR 8342.1(a-d) relative to the resource goals and objectives identified in the RMP (e.g., a resource objective to protect highly erodible soils would be matched to an evaluation criterion relating the presence of a route to the soil type on which it occurs).

Designation Criteria (43 CFR 8342.1) for Land Use Planning Decisions

The designation criteria require that the BLM base all OHV area designations on the protection of resources, the promotion of safety of all public lands users, and the minimization of conflicts among various uses of the public lands. Additional criteria (43 CFR 8342.1(a-d)) govern the location of areas based on minimizing damage to resources, harassment or disruption of fish and wildlife habitats, conflicts between OHV use and other recreational uses, and impairment of wilderness values.

In demonstrating compliance with 43 CFR 8342.1, RMPs should focus on the resources of concern as proxies for the general resources described in the designation criteria (e.g., minimizing damage to vegetation should not focus on all plant communities, but those that the RMP has identified in its goals and objectives as priorities). As such, the RMP should clearly state the rationale for choosing a resource for inclusion in the discussion of the designation criteria. This rationale is critical to making the connection between RMP goals and objectives and satisfying compliance with the 43 CFR 8342.1 regulations.

It may be necessary to supplement the 43 CFR 8342.1 designation criteria with additional standards or conditions representative of resource use goals and objectives (e.g., a resource goal or objective addressing potential conflict between OHVs and mineral development is not specifically identified in the designation criteria listed in the regulation, but may be an appropriate consideration by which to evaluate OHV areas and specific transportation linear features).

The evaluation criteria are not an RMP-level decision but a snapshot of the considerations used in the TTM decision-making process. The BLM should review and modify the criteria based on new information or analytical methods prior to engaging in a TMP or other TTM decision and as needed throughout the life of the RMP. This review will ensure decisions concerning the travel networks and transportation systems are accurately reflecting the intent of the RMP's goals and objectives.

Travel and Transportation Implementation

Maintaining the Transportation Network

Adaptive management measures will be implemented on an appropriate route-specific or area-wide basis to address ongoing transportation needs and issues. Several network maintenance activities may result in changes to or new specific route designations. These maintenance activities include route monitoring, NHPA Section 106 historic property identification efforts pursuant to the Programmatic Agreement, rehabilitation, land acquisitions and disposals, new land use authorizations, adjacent land uses, and changing vehicle types and public land use patterns. Resource-specific measures that may be applied are described in Table 2.2-2.

As route network monitoring proceeds, additional information will verify the existence and condition of the routes in the 2012-2013 inventories. If linear features in the WMRNP route inventory show evidence of natural rehabilitation and are not readily apparent to the casual passerby on-the-ground, documentation of such conditions will be recorded and then these linear features may be removed from the inventory. Closing a route in the route network based on previously inaccurate or incomplete information on its status will not require additional NEPA compliance.

If linear features are found on the ground that show signs of use but were missed in the inventory process, and through document review can be determined to have existed at the time of initial project development, they will be added to the route inventory, and evaluated through the route designation process to determine whether they should be designated as available for use or not, with appropriate NEPA and Endangered Species Act compliance, as well as compliance with the cultural resources laws and the adopted Programmatic Agreement for the WMRNP.

As lands are newly acquired, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System, with appropriate NEPA and Endangered Species Act compliance, as well as compliance with cultural resources laws and the adopted Programmatic Agreement for the WMRNP. The route network on acquired lands will be consistent with conservation programs and area objectives, the adopted Programmatic Agreement and Historic Properties Management Plan, and complement the existing Transportation System.

When a route in the Transportation System is no longer available for its intended use (e.g., if lands are disposed of, or a project disrupts the use of the route), alternative access may be identified and analyzed for potential inclusion in the route network. Other adjustments may also be made to the system to maintain the intended level of access through the affected area.

As future inventory activities and additional information becomes available within the WEMO planning area, adjustments to the route network may be necessary for the protection of cultural and natural resources, to address safety concerns or other conflicts, or to manage changing use patterns or vehicle types. Factors that will help determine if a change in the route network is needed include risk level, the potential reduction in impacts to resources, the sensitivity of the route's location, and the levels or types of use a route receives.

Resource conflicts will be identified via monitoring, and will include evaluating effects on current and future land uses, as well as impacts to resources such as noise and air pollution, soil erosion, stream sedimentation, nonpoint source water pollution, and landowner property rights. Monitoring would also identify impacts to listed and sensitive species habitats, wildlife, cultural resources, and historic properties listed or eligible for listing to the National Register of Historic Places, special areas, and recreational asset values.

BLM will continue to evaluate the designated route network, to ensure it meets the objectives of 43 CFR 8340, CDCA Plan goals and objectives, and other applicable laws and regulations. The network will be reviewed to assess its effectiveness at meeting current travel management objectives and at addressing current and changing land use plan goals and objectives. All required legal compliance (NEPA, ESA, and NHPA Section 106) would precede needed modifications to the Transportation System.

Minimization and Mitigation Measures

The BLM developed potential network-wide minimization and mitigation measures which varied based on alternative-specific objectives. The network-wide measures addressed area and route-specific impacts, and were the first response to the 43 CFR 8342.1 criteria to minimize impacts in the designation of routes, whether or not additional route-specific measures would be applied. The network-wide minimization measures are outlined under each alternative in Section 2.3.

Table G-2, below, provides a list of resource-specific concerns and has site and/or route specific measures that may be implemented on a case-by-case basis as determined appropriate by the BLM. The minimization measures listed below are examples of potential actions that may be taken when determined appropriate for the particular location and resource/concern that is present along with determined cause(s). The minimization measures employed will be based on a case-by case analysis, based on the implementation strategies in the TMPs. This is not a comprehensive list and additional adaptive management actions may be implemented as needed to address conflicts as they occur or if they increase, and may be based on changing use patterns. The specific measure(s) employed may require additional site evaluation, and are included in the Access Table as they are identified. The Access Table is used to track the minimization actions to completion.

In addition to these actions, the BLM will continue to monitor the WEMO Plan Area and as additional information becomes available, the BLM will continue to evaluate the designated road and travel network to ensure it continues to meet the objectives of 43 CFR 8340, the applicable land use plan goals and objectives, the pertinent travel management plan, and applicable laws and regulations. Route designations or minimization and mitigation action in this plan may be modified based on monitoring results, or to accommodate land use proposals, following appropriate analysis under NEPA.

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Soil Resources	• Select alternative route to minimize off-route disturbance; • Select an alternative route to minimize erosion potential; • Implement seasonal restrictions, use only by permit, or designate closure under certain conditions (such as when route is wet); • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Install/Implement Erosion Prevention Best Management Practices; • Re-align route to minimize impact to environmentally sensitive area; • Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers or fencing; • Narrow the route; • Construct and/or install educational information such as signs; • Monitor the route for signs of increasing impacts; • Route closure; and • Determinate that no additional site-specific minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Air Quality	• Modify access to direct use to areas with a lower impact; • Harden the surfaces of access route to reduce windborne dust emissions; • Apply water or similar application during high use periods; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install/Implement Best Management Practices for controlling fugitive dust from vehicular travel; • Install signs; • Route closure; and • Determinate that no additional minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Noise	• Modify access to a less impacting or more controlled designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Construct and/or install educational information such as signs; • Install speed bumps or similar mechanisms to slow traffic through an area; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on area or site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Cultural Resources	• Modify access to a less impacting designation; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Restrict stopping/parking/camping; • Install barriers and maintain or upgrade existing barriers; • Prohibit Special Recreation Permit use; • Remove attractants; • Construct and/or install educational information such as signs or kiosks; • Install step-overs; • Narrow route for cultural concerns; • Fencing or exclosure of a cultural resource; • Monitor the route for signs of increasing impacts to a sensitive area; • Route closure; • Determine that no additional minimization and mitigation measure is needed based on feature or site evaluation pursuant to 36 CFR 60: and • Determine that no additional minimization and mitigation measure is needed based on field identification (i.e. ground truthing of GIS data indicates no resource is present, no resources are impacted or existing minimization and mitigation is adequate).
Grazing	• Install gates; • Install fencing; • Install signs; • Install barriers and maintain existing barriers; • Construct or install educational information such as signs; • Install tortoise friendly cattle guards; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Safety	• Remediate abandoned mine land features or other safety hazards; • Install fencing; • Install signs; • Temporarily close routes while safety issues are addressed; • Install barriers and maintain or upgrade existing barriers; • Limit Special Recreation Permitted Use; • Remove attractants; • Monitor the route for signs of increasing impacts to a sensitive area; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Tortoise Habitat - DT ACECs	• Install wildlife bypass; • Install Wildlife Safety Zone signs; • Modify access to a less impacting designation; • Seasonal use restriction; • Install access type restrictor; • Re-align route to avoid designated area; • Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install fencing; • Narrow route; • Maintain berms so that they do not adversely impact the movement of desert tortoise; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Riparian Areas	• Rehabilitate disturbance; • Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Restrict stopping/parking/camping; • Add parking area; • Install barriers and maintain existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install step-over; • Install fencing; • Narrow route; • Install/Implement Erosion Prevention Best Management Practices; • Harden water crossing; • Seasonal closure during bird nesting season; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Protected Vegetation Resources	• Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Install barriers and maintain or upgrade existing barriers; • Construct or install educational information such as signs; • Install step-over; • Install fencing; • Narrow route; • Install/Implement Erosion Prevention Best Management Practices; • Monitor the route for signs of increasing impacts to a sensitive resource; • Consider pollinator plants when conducting restoration activities, in accordance with IM-2016-013; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate) .

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Protected Wildlife Resources	• Construct wildlife bypass; • Restrict stopping/parking/camping; • Install barriers; • Maintain existing barriers; • Remove attractants; • Seasonal use restriction; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Desert Washes	• Re-align route to avoid environmentally sensitive area; • Install barriers and maintain existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install step-over; • Install fencing; • Seasonal or complete closure; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Golden Eagles – active nests	• Seasonal closure during nesting season; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Restrict stopping/parking/camping; • Install barriers; • Remove attractants; • Construct or install educational information such as signs; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route elosure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Mohave Ground Squirrel - core areas	• Construct wildlife bypass; • Install Wildlife Safety Zone signs; • Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid designated area; • Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install fencing; • Narrow route; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Wildlife Corridors	• Construct wildlife bypass; • Install Wildlife Safety Zone signs; • Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid designated area; • Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install fencing; • Narrow route; • Maintain berms so that they do not adversely impact the movement of desert tortoise; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on area evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Springs	• Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Restrict stopping/parking/camping; • Add parking area; • Add or modify hiking trail access; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Construct or install educational information such as signs; • Install step-over; • Install barriers; • Narrow route; • Install/Implement Erosion Prevention Best Management Practices; • Seasonal closure during bird nesting season; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Rare and Special Status Plant Species	• Restrict stopping/parking/camping; • Add parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid environmentally sensitive area; • Construct or install educational information such as signs; • Install step-over; • Install fencing; • Narrow route; • Install/Implement Erosion Prevention Best Management Practices; • Monitor the route for signs of increasing impacts to a sensitive resource; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).
Multiple User Conflicts	• Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Minimize overlapping uses by separating in time or space, or through a permitting mechanism; • Add or identify alternative non-motorized or non-mechanized trail access; • Construct or install educational information such as signs; • Install step-over; • Monitor the route for signs of increasing impacts to a sensitive resource; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Table G-2. Potential Resource-Specific Minimization and Mitigation Actions

Resource Concern	Possible Minimization and Mitigation Action(s)
Visual Resource Management (VRM) Class	• Modify access to a less impacting designation; • Restrict stopping/parking/camping; • Install barriers and maintain or upgrade existing barriers; • Remove attractants; • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate) .
Special Designation Areas (ACECs, CDNCLs, Lands Managed for Wilderness Characteristics, National Monuments, Wilderness Study Areas)	• Modify access to a less impacting designation; • Limit the route to lower intensity use or prohibit Special Recreation Permitted use; • Install access type restrictor; • Re-align route to avoid designated area; • Restrict stopping/parking/camping; • Add/Upgrade parking/camping area; • Install barriers and maintain or upgrade existing barriers; • Add or modify non-motorized trail access; • Remove attractants; • Construct or install educational information such as signs and kiosks; • Install fencing; • Narrow route; • Monitor the route for signs of increasing impacts to a sensitive resource; • Other resource-specific mitigation, depending on the nature of the impacted resource(s); • Route closure; and • Determine that no additional minimization and mitigation measure is needed based on site evaluation (i.e., ground truthing of GIS data indicates no resource impact or existing minimization and mitigation is adequate).

Ground-Disturbing Activities

1. Ground-disturbing activities in ACECs and NCLs are subject to disturbance caps. In ACECs and NCLs, for ground-disturbing activities occurring outside of the current route prism, the area of disturbance needs to be calculated and included in future disturbance totals.
2. Prior to conducting ground disturbance in areas that have exceeded disturbance caps, a strategy for mitigation of disturbance and timeline for implementation of the minimization measures need to be developed, except in the following cases:
    a. Any portion of the proposed activity is located on land previously disturbed by an existing, valid authorized/approved action.
    b. Land use authorization assignments and renewals with no change in use.
    c. BLM activities designed and implemented to reduce existing disturbance, such as ecological, cultural, or habitat restoration or enhancement activities.

Ground-disturbing activities that enhance the values of the ACEC and CDNCL are exempt as outlined in the 2016 DRECP LUPA.

Data / Inventory Management

1. All data pertaining to linear transportation features will be stored in the National GTLF dataset. This dataset is the daily, up-to-date working version of the BLM's Transportation System.
2. As changes to the Transportation System occur, it will be the responsibility of the authorizing division/program to ensure the GTLF dataset is updated in a timely fashion with new information and/or decisions regarding the linear travel feature. The BLM will update decision data as new decisions are made, overwriting previous decisions if appropriate. The BLM state offices will regularly maintain the data and synchronize it with the national dataset to keep it up to date.
3. For restored linear travel features, the features shall be moved to a proprietary dataset of restored travel features, and removed from the route inventory.
4. As much of the data was collected by interpretation of aerial photography, efforts would be made to upgrade any incomplete or unknown attributes (e.g., surface type, drivability) in the GTLF through field investigation. This workload may be completed with formal Federal Asset Management System (FAMS) condition assessments (primarily for Road: Collector routes), through partnerships, volunteers, or internship arrangements, or with site-specific projects, as funding and resources allow.

Ghost Routes

Over time, travel patterns change, resulting in designated routes no longer being used. If a route is not used over a long enough period of time, the route could become naturalized and indistinguishable from the surrounding natural environment to the casual observer. These types of routes are often called "ghost routes". If "ghost routes" are discovered during implementation and monitoring efforts, their condition would be documented and then they would be removed from the designated route network and inventory.

Restoration Activities

Restoration activities (i.e., active efforts to facilitate the rehabilitation of routes that are classified as transportation linear disturbances), may be pursued based on site-specific factors. Routes for active restoration are prioritized and pursued based on two general principles, as well as planning area and TMA-specific priorities. The two general principles governing response to, and active restoration of, transportation linear disturbances are Rapid Response and Damage Avoidance/Abatement. These two principles are applied in conjunction with the restoration priorities discussed in the rest of this section. The following is a description of the range of restoration methods under consideration:

Route Rehabilitation: Rehabilitate portions of designated closed routes occurring on public lands in a cost-efficient manner, designed to eliminate signs of recent human use and to promote tortoise and sensitive species habitat parameters, within this planning unit. The goal of closed route rehabilitation would be to eliminate signs of a previous route use; to the visual horizon where feasible. Only route reclamation efforts not resulting in adverse impacts to threatened and endangered species, or effects to cultural resources, would be addressed in this Proposed Action.

Site specific surveys would be conducted to assess the potential for natural and cultural resource impact prior to any ground disturbing activities.

All involved personnel would be required to attend a training program focused on desert tortoise, sensitive species and cultural resources, provided by BLM specialists. Should BLM site clearance indicate a potential for adverse modification of suitable desert tortoise habitat, tortoise handling or other form of tortoise "take", a separate EA and all Endangered Species Act Section 7 consultation requirements would be fulfilled at that time. Likewise, should reclamation of a specific closed route potentially result in effects to cultural resources, a separate EA and all NHPA Section 106-consultation requirements would be completed.

Route rehabilitation efforts are not anticipated to result in adverse impacts to sensitive species or cultural resources. These efforts would be occurring within the confines of designated closed vehicle routes, or on the disturbed soil shoulder of such routes. One or more of the following road rehabilitation techniques would be used in the majority of anticipated route reclamation efforts:

Monitoring: Monitor open route conditions, signage and reclamation progress of designated closed routes throughout the approved route network in a regularly scheduled fashion, perhaps semi-annually; and implement corrective actions on public lands accordingly, in a timely manner, per guidelines set forth in the CDCA Plan.

Soil Decompaction: Non-designated routes with repeated OHV traffic may require soil decompaction to increase water infiltration and facilitate seed germination. Improving water infiltration also allows burrowing animals such as ants, rodents, and foxes, to inhabit the soil again. Workers would preferably use hand tools such as soil spades, spading forks, and shovels to loosen the top two to six inches of soil.

Mechanical Ripping: Routes too compacted or too wide for use of hand tools may require mechanical ripping to a depth of six to ten inches. A trail bulldozer or grader pulls a ripping attachment. After ripping, hand tools shall camouflage bulldozer tracks. Ripping may provide conditions for germinating non-native invasive plant species.

Soil Pitting: Use of pitting, ripping or other scarification techniques within the confines of route or roadbed soil disturbance, in specific instances where road de-compaction of designated closed routes is necessary for rapid site recovery. Such scarification could occur with hand-tool work or through the use of heavy equipment and machinery (toothed rake, pitter or similar device pulled by a tractor). Soil pitting contours the soil to direct water flow and draw wind-blown seeds to focal spots on the ground. Pitting first creates bowls approximately one to two feet wide and six inches deep. The width and depth needs to reflect the estimated amount of water that may be needed for a plant to naturally germinate and grow in an arid environment. Pitting creates suitable microsites in the bowls to increase seed germination rate and to promote higher survival and growth rates of small plants. This work is normally done by shovel, spade or power auger.

In addition to the education & training component described above for proposed route rehabilitation work, the latter heavy equipment use would require either a qualified biological and/or cultural resource monitor overseeing such work during the active desert tortoise season or March 15 to November 15.

Alternatively, heavy equipment use could be encouraged to occur in the inactive desert tortoise season (November 16 to March 14), following a site clearance by applicable agency resource

specialists. Such a monitor would be required during the active tortoise season to ensure no desert tortoises wandered into active machinery areas and to ensure no tortoise burrows would be disturbed by such work.

Such a monitor would also be required to ensure the machinery operator is aware of instances where machinery operations must cease to allow for tortoises to leave work sites and/or potentially dangerous situations on their own accord.

In operations where soil is excavated, either by hand or machine, for all aspects of route reclamation proposed herein, work would be required to cease if human remains or cultural items are discovered. Work would not be allowed to proceed until such time as the Field Manager specifically authorized resumed operations.

Soil Imprinting: Soil imprinting entails raking small trenches to roughen the texture on surface soil and to collect wind-blown seed. Hand tools such as shovels and rakes would be used in sites with fragile soils or steep slopes. Mechanical and power equipment may be used on other sites.

Raking: This technique restores a single track trespass (one person on one vehicle at one time) or routes with scarce vegetation. Work crews can rake or sweep, usually with a broom, the top one inch of soil to hide evidence of tracks. Soil surfaces may also be contoured to match surrounding land. Primarily hand tools would be used for this work. Trailer rock rake may cover larger areas.

Vertical Mulching: Placement of live or dead vegetation in a vertical fashion within the confines of route or roadbed soil disturbance, in a manner designed to conform to adjacent terrain and vegetation. This technique is often referred to as "Vertical Mulching," and can also involve placement of boulders as well as dead and down vegetation upon the disturbed soil portion of affected roadbeds. Only vegetation, rock and woody structure native to the immediate closed route vicinities would be used in this effort. This is used to camouflage the ends of routes to restore. Dead plant material is placed at the beginning of the route blocking the line of sight from nearby open routes. This is an effective way to disguise routes and deter future use. Large dead pieces of plants (Joshua trees and/or other shrubs and trees) and rocks placed on the route also act as barricades. Similarly, shrubs or branches planted upright in the soil make the trail blend in with surrounding vegetation. Vertical mulch also benefits restoration by trapping wind-blown seeds and lessening wind erosion just above the ground surface. This work would be primarily accomplished with hand tools. Little soil disturbance would occur, except where mulch is "planted" requiring a small hole.

Collection and installation of such mulching material would occur under the supervision of a qualified natural resource specialist, archeologist, biologist or technician. Areas adjacent to where route closure/rehabilitation is planned would occasionally be used to gather dead vertical mulching material, in a manner designed not to create local dead and down habitat loss. In no situation would shrubs that shade animal burrows of any kind be removed for mulching material. Dead and down native vegetation and live native vegetation from the planning area region, salvaged from land clearing operations, would also occasionally be used as mulching material.

Fencing/Barricades: Fences and barricades may be installed to block travel on non-designated routes when the routes are too wide to be effectively disguised with vertical mulch or blocked by hay bales, or visitors continue to use it. Installation of small gates, fences and boulder barriers across the entrances to limited and closed routes, following site clearance by applicable agency

resource specialists. All rehabilitation personnel would be required to participate in a resource education/training program provided by agency Specialists. Some specific small gate, fence and/or boulder barrier installation actions may also require Resource Monitors if so prescribed by applicable agency resource specialists in their clearance efforts. All areas where boulders would be removed for use in specific barrier installation actions would similarly require applicable BLM clearance. In addition, following consultation with affected landowners and/or lessees, as well as site clearance by appropriate BLM specialists, small fences with gates would be installed on public lands at a few intersections of limited use and open routes.

Only vehicle use of affected lands would be limited and appropriate pedestrian pursuits on public land portions of these routes would be unaffected. Similarly, following BLM specialist site clearance, boulder barrier installation and/or grading of disturbed ground on public lands would occur at the terminus of a limited number of one way routes, to enhance vehicle turn-around and parking safety. At times, re-vegetated areas require a physical barrier to discourage trampling. Fencing may be the best method for natural regeneration at springs and in riparian sites, as well as BLM and private land ownerships. Common fence and barrier types to use include T-post, post and cable and steel pipe. Uncommon and unique types would be used in situations where typography or unusual use habits require innovation.

Fences and barricades are installed with 4 x4 vehicles, trailers, power tools, and trucks. Tractors are used to dig post-holes with the backhoe attachment, down about three feet. Augers are used to dig smaller post-holes. 4 x 4 vehicles, trucks and trailers are used to haul supplies and equipment. Various support vehicles include dozers, cement trucks, water trucks, dump trucks and cranes. A minor amount of vegetation is trampled along the fence line during construction.

Rocks: Barricades may consist of a row of large rocks and boulders to deter use, especially in fragile areas. Placement of small rocks requires no equipment and little or no soil disturbance is associated with their use. Large rocks may be used, requiring dump trucks, trailers and loaders. In larger projects the equipment used would be similar to that for a large fence project.

Planting Vegetation: Re-vegetating involves directly planting native species to the line of sight from an open route to accelerate improvements to soil stability, vegetation cover and diversity, and wildlife habitat. Eventually re-vegetation disguises routes. Planting would make use of hand tools (shovels) and some mechanized equipment (augers) to dig holes up to two feet deep and one foot wide, for the largest transplants. In extraordinary cases, transplantation of larger plants would require somewhat larger holes potentially up to three feet deep and three feet wide. After planting, work can contour soil to direct the flow of rainwater or irrigation water to plant roots. No live plants shall be dug up for re-planting in the WEMO Planning Area.

Seeding: Seeding may require rakes to collect seed from seed banks in the soil or from dried seedpods still attached on plants. Hand sowing spreads seeds across the soil surface. Hand seeding also may be concurrent with soil pitting (see above) to improve seed germination rates. The site is raked before the seed is spread, which would disturb at most the top one-inch of soil. Several methods described here result in a seedbed for native seed on site.

Signing: Sign and maintain designated open and limited routes on public lands within the WEMO Planning Area in a manner facilitating easy understanding and public safety, as well as in a manner designed to maximize general visitor acceptance. Where absolutely necessary, closed routes would also be signed. Sign installation would be planned per vehicle line-of-site where such signing would not cause undue visual impacts or specified distance intervals of +/-

0.25-0.5 mile. Route maintenance activities would include minimization of slope extremes on specific routes to be designated open. Road-berm height maintenance objectives would be set at 0.5-1 foot above the roadbed, along designated open route edges that intersect designated closed routes.

Insufficient, ambiguous or vandalized signing on designated open routes may contribute to OHV riders accidentally using illegal routes. To help riders, BLM would maintain existing signs and take action for new signs where needed. Recreational, interpretive, directional, special designation, regulatory or informational signs may be needed. Special designation signing would also indicate areas of re-vegetation to help reduce trampling. Signing work involves a sign driver, both manual and pneumatic, that can disturb soil to a one-foot depth but with a minimal surface width disturbance. Large signs would require large trucks and motorized equipment, similar to the description in transplanting above.

Removing Manufactured Materials and Structures: The restoration team would remove litter and other unsightly or potentially dangerous manufactured materials or structures less than 50 years old. If the restoration team discovers materials that look more than 10 years old, work would cease and they shall consult with the BLM archaeologist at the Barstow FO. The archaeologist would determine what action is required. Removal would include large structures and materials of non-historical value such as abandoned automobiles, fences, and buildings. Everything from hand tools to large 18-wheeler trucks, dump trucks, roll off dumpsters, cranes, dozers, graders, sweepers, trailers, helicopters, loaders and similar equipment would be used to remove debris.

Mining Site Abatement: Corrective actions to reduce the risk of injury at mining sites includes new signing, fencing openings, installing bat grates, foaming audits closed, back filling pits and shafts, and including dangers in regional outreach literature. Work would be done with hand tools, 4 x 4 vehicles, trailers, generators, dozer, large auger and equipment similar to clean up.

Rapid Response: The concept of the rapid response approach is to actively eliminate evidence of new illegal linear features before they become burned into the ground through continued use and when, generally, active restoration involves a minimal amount of resources and effort. For a rapid response system to be successful, on-the-spot addressing of disturbances that take a minimum of effort and only hand-equipment to repair, is provided for in conjunction with network maintenance activities. In addition, a system to communicate and follow-up on field observations and monitoring results is proposed, to monitor rapid response activities and to provide for efficient follow-up when restoration cannot be addressed on-the-spot or in conjunction with Sensitive Resource Damage Avoidance and Abatement.

Sensitive Resource Damage Avoidance and Abatement: The concept of the sensitive resource damage avoidance and abatement approach is, where identified, to prioritize and pursue active restoration of transportation linear disturbances to avoid or abate imminent damage to sensitive resources, reduce safety hazards, and otherwise to pursue restoration as further described here:

1. Transportation linear disturbances may be actively restored through human intervention or allowed to passively rehabilitate through natural environmental processes.
2. Routes classified as transportation linear disturbances on BLM land will typically be allowed to reclaim naturally. Most transportation linear disturbances are lightly travelled routes that do not contribute to the continuity of the overall travel network. Therefore, the

standard method of restoration shall be to remove the route from public access maps (including geographic data, e.g., shape files, interactive maps). The route shall then be left to restore passively.

3. "Closed" signs will be posted as needed, in higher priority areas first (see item 5), where continued use occurs or is likely.

4. The BLM recognizes that posting a "closed" sign may not be adequate to affect user behavior in all cases. Where signing and removal of routes from maps are not effective in deterring use, restoration techniques are applied to obliterate evidence of the transportation linear disturbance from public view – to at least the visual horizon, as seen from the intersection with a route designated for public use. The application of restoration techniques to transportation linear disturbances is also used where necessary to speed the rehabilitation process and minimize the impact on visual resources. Monitoring results are used to determine the need for additional restoration actions.

5. Active route rehabilitation work is utilized where the first phase has not proven to be successful or where route conditions are clearly beyond the capability of the first phase to be addressed. When active restoration is pursued, transportation linear disturbances are generally restored based on the following priority guidelines – although advantage will be taken of opportunities for restoration in conjunction with other projects or authorizations. Furthermore, funding for restoration would be sought based on these priorities. The priority guidelines for restoration are:

    a. Any new transportation linear disturbances discovered through routine patrol and monitoring that can be immediately addressed, consistent with the Rapid Response approach.

    b. Transportation linear disturbances within critical habitat (including ACECs designated to protect critical habitat), that may affect listed cultural sites or are resulting in significant erosion impacts.

    c. Priorities for restoration specific to each TMA include:

        - Routes that are resulting in trespass into designated Wilderness Areas.
        - Transportation linear disturbances and other surface disturbances that are within core population areas.
        - Routes that are impacting cultural sites listed on the National Register of Historic Places.
        - Items that are affecting the visual resource classification for an area.

    d. Other transportation linear disturbances within ACECs, CDNCL lands, or national monuments.

6. Options for active restoration may include, but are not limited to:

    a. De-compaction of route trail tread surface using hand tools or by heavy equipment using ripping attachments.

b. Soil pitting to contour the soil to direct water flow and draw wind-blown seeds to focal spots creating micro-sites to increase seed germination and small plant growth.

c. Soil imprinting by raking small trenches to roughen the texture of the surface soil to facilitate collection of wind-blown seed.

d. Raking, sweeping, or blowing away the evidence of tracks when little or no vegetation trampling or soil compaction has occurred.

e. Re-texturing disturbed soil surfaces with small rocks and gravel.

f. Terracing with berms to contour slopes of hill climb areas to slow and disperse water flow.

g. Use of wood, rock, straw wattles and/or sterile (certified weed free) rice straw bales as water-control features and to assist in erosion control.

h. Vertical mulching (the installation of dead plant material) at the beginning of transportation linear disturbances up to the line of sight to disguise the transportation linear disturbance and deter additional use.

i. Installation of hard barriers such as fences, rocks, boulders, wooden barriers, or bollards.

j. Re-vegetation using native species plantings or through the scattering of native seeds gathered from live plants, seedpods still attached to plants, or other sources include commercial vendors. Vegetation maybe transplanted from other nearby sites; sensitive plants identified in the *California Desert Native Plants Act* should not be transplanted unless their loss is imminent (e.g., during new project construction) and/or any appropriate permit is obtained.

k. Signing to educate visitors about the area and management of the area including recreational, directional, special designation, or informational signs as needed.

l. Removal of litter and other unsightly or potentially dangerous manufactured materials or structures. Removal may include large structures and materials of non-historical value such as abandoned automobiles, fences, and buildings, including those built in trespass, and particularly those that are operating as "attractive nuisances" encouraging vehicle travel off of the designated route system.

7. Active restoration activities will be consistent with requirements of the Biological Opinion and the Programmatic Agreement.

8. Site-specific minimization measures may be developed at popular and sensitive destinations that are experiencing substantial impacts from access, where appropriate. All NEPA and consultation requirements will be followed. If measures are taken in wilderness areas, BLM would perform a minimum requirements analysis to determine if the action is the minimum necessary to protect wilderness character.

9. In addition to restoration techniques, minimization and mitigation measures (e.g., signing, fencing, education, closing routes where appropriate) will be used to address known safety issues, conflicts between users, and impacts to resources.

10. Vegetation removed during the construction of new projects, roads or trails may be transplanted to some or all of a disturbed area to disguise transportation linear disturbances and/or facilitate restoration.

Weed treatment and control measures may be implemented in conjunction with restoration activities to promote re-vegetation with native plants and prevent any new weed establishment and/or control of existing weed sources, as needed.

Route Numbering

Each route in the Transportation System is to be assigned a meaningful route number to facilitate implementation. Wherever feasible, consistency with the current route numbering system will be maintained, to facilitate public recognition of the route network on the ground and on maps, consistent with the principles listed below.

All routes also have an associated WEMO ID, including both routes that will be included in the Transportation System and routes that will not be included in the Transportation System such as transportation linear disturbances. Transportation linear disturbances do not have a route number, so are exclusively identified by their WEMO ID. WEMO IDs have been used internally to distinguish route segment features for planning and analytical purposes. The WEMO IDs will remain in the GTLF system to facilitate and track implementation of the TMP.

The current WEMO ID planning numbers are not always intuitive because they have been assigned to features throughout the inventory process and are not preceded by a subregion identifier; for instance, a linear travel feature with a WEMO ID number 3250 could be intersected by a feature with WEMO ID number 5836 as a result of the two segments being added to the inventory at different times in the inventory process.

The following route numbering protocol is to be used for all roads, primitive roads, and trails that are designated as available for travel purposes, and will be reflected on future route signing and maps:

1. Route numbers are given a two letter prefix that correlates with the geographic subregion where the route occurs (e.g., Ridgecrest Subregion is RC).
2. Route numbers have been carried forward for designated routes that were assigned numbers prior to the WMRNP, wherever possible. Newly designated route segments that connect with and could serve as extensions of these previously designated routes are generally assigned the established route number. There may be circumstances, such as a change in use, where a unique route number is more appropriate.
3. The establishment of route numbers for routes that were not previously designated will be done by first reviewing which route segments (WEMO IDs) could be joined together to allow more continuous traffic flow and less confusion for the visitor. These groups of route segments would then be given a route number that coincides as much as possible with the already established route numbering system in the region.
4. Routes that have a subdesignation of "Motorcycle" only will have the letter "M" added to the end of the route number (e.g., JF350M).
5. Routes that have a subdesignation of "Competitive" will have the letter "C" as their prefix instead of the usual prefix that correlates to the geographic subregion.

6. As needed, temporary routes will be numbered in an identical fashion as other routes except that a "T" will be appended to the end of the route number (e.g., SE789T) to distinguish them from routes in the Transportation System (also see exceptions noted below).
7. The following exceptions to this numbering technique may be used:
    a. Routes that are associated with a ROW and are restricted to authorized use only (have "authorized/permitted" as the subdesignation) may be numbered with the ROW number (e.g., CACA123654).
    b. If a route originates from a US Forest Service route (and is numbered with a US Forest Service route number), the US Forest Service route number may be used on the BLM portion of the route with the replacement of the "FS" in the number with "BLM" to indicate the change in jurisdiction.
8. Route numbers are to be recorded in the BLM ground transportation linear features (GTLF) GIS layer and associated with planning numbers (WEMO IDs) to ensure they can be traced back to the decisions in the TMPs or subsequent implementation decisions. However, in general, once route numbering as described herein is completed, only route numbers will be used to refer to routes on public maps, signs, and in other official publications.

Education and Outreach

Education and outreach is primarily to be achieved through on-the-ground signing, maps, strategically placed kiosks, electronic information, and through partnerships with other organizations, as described below. Furthermore, routine BLM patrols (Park Rangers, volunteers, and Law Enforcement Rangers) would serve to educate visitors with regard to the Transportation System. On-the-ground signing is a key transportation network implementation priority. Currently, open routes that remain open have already been signed and remain available for use. Newly designated routes are not available for use until they are initially signed as such. Likewise, signs must be removed on newly closed routes to facilitate compliance and enforcement.

Signing

TMPs will include a component that addresses signage. This component should identify best management practices for signing and considerations in publishing maps and disseminating other information. In some cases, multiple TMPs may incorporate by reference the signing and outreach component of an existing field office, district or statewide TTM implementation strategy.

1. Signing is designed to provide the public with clear and correct information to avoid off-network travel, to prevent damage to sensitive resources and areas, to prevent use conflicts, and to direct the public to popular destinations. Signage focuses on the open route network to increase the visibility of open routes, thus discouraging interest in closed routes. The signing of closed routes will be done as needed, consistent with the signing strategy. Signage will conform to guidelines in Appendix 7: BLM Travel and Transportation Management Signage of the *BLM Travel and Transportation Handbook,*

H-8342 in addition to the *BLM Sign Manual, M-9130*, or other current guidance. New open routes will not be available for use until they are initially signed as such.

2. Under the signing strategy, initial signing updates will proceed by subregion, and include "open" routes (i.e., any route not classified as a transportation linear disturbance).
3. Signing of routes will be completed after publication of the WMRNP ROD.
4. All open routes will be signed at all intersections, including intersections with identified transportation linear disturbances, if clearly visible, according to current BLM signing standards. Specific sign or communication/engineering, per BLM policy, currently includes:
    a. Designated routes are marked with brown flexible markers with standard decals.
    b. "Open" routes are marked with route identification letters and numbers and arrow decals at intersections and along the route as necessary to indicate routes that are "open" for vehicle travel.
    c. Routes designated as "non-motorized" and "non-mechanized" are marked with standard symbol decals indicating what mode(s) of transportation is allowed.
    d. "Limited Use Only" routes are marked with specific limitation symbol and/or other appropriate information indicating the type of restriction (subdesignation) for that route, for example, if the route is available to specified vehicles such as motorcycles, or authorized users.
5. Removal of signs on newly closed routes (i.e. routes that were open under the 2006 WEMO Plan, but are now classified as transportation linear disturbances) is a priority.
6. Priorities for signing routes within each subregion are based on resource values, access, and proximity to urban areas or highways.
7. Signing related to specific projects, resource concerns, destinations, or re-routes would be accomplished in conjunction with project authorizations.
8. Routes will be signed in a manner consistent with the desired setting for the area (e.g., the frequency of signing in-between intersections is lower in backcountry areas than in front country areas). The numbers of signs and additional types of signing may vary based on subsequent activity-level planning, but the standard signing required is a brown fiberglass marker placed along the side of the route indicating the allowable uses and the route name and/or a route number (or just route number for unnamed routes).
9. Temporary routes with the subdesignation of "authorized/permitted" will be signed at their intersection with routes available for public use. The standard signing method will be one brown fiberglass marker placed along the side of the road with an "Authorized Use Only – [Route Number]" vinyl sticker. The responsibility for this signing may rest with the BLM, or may rest with the authorized user depending the type and fashion of authorization provided. Should access along these routes be restricted with a gate, the gate will also be signed "Authorized Use Only" and provide at a minimum the telephone number to the BLM office, but may include a telephone number for the authorized user.
10. When staff installs route signs, a GPS unit will be used to record the location of each route sign installed. This GPS data will then be used to both develop maps with accurate

and up to date route information and also assist in future monitoring, maintenance, and enforcement efforts.

Maps

Each TMP will include a planning map or publicly available map data displaying the inventory available to decision-makers and the alternative decisions presented in the TMP. The decision record must contain the decision map or map data identifying the final decisions on the travel network. These planning and decision maps or map data will include information noting the date of inventory completion, the date of decisions, and stating that the data is subject to change based on monitoring, adaptive management, and the routine business of the BLM. The decision map or map data must be available both within the TMP and separately from the decision document.

1. The planning maps associated with the TMPs label the routes with the planning number (WEMO ID). Once a route network is adopted and unique route names are created for each open route, these numbers will no longer be used on maps for the public.
2. Initial mapping will include maps posted on the BLM website and on existing kiosks located at key entrance points to the subregions.
3. Future maps may include both traditional hard copy maps that are provided through BLM and non-BLM outlets and partners, and electronic media versions. These may include downloadable maps that can be utilized by an electronic device, web-downloadable maps and interactive maps from the BLM or non-BLM sites that provide information on such features as specific destinations, trailheads, campsites or other items of importance and interest to the public.
4. All new public maps created for the purpose of identifying routes of travel, will, at a minimum, use the route number to identify the routes, will indicate public land boundaries, and will include some geographic locational system for orientation. Maps may include a route name (if produced at sufficient scale) or some other identifying symbols, but should also include the route number in parenthesis.
5. Transportation linear disturbances will not be mapped on public access maps. This does not preclude the mapping of transportation linear disturbances for the purpose of identifying and monitoring restored routes, or documents relating to projects implementing the restoration of routes, and provided them to other agencies, the public, partners and other organizations assisting in monitoring and restoration projects.
6. Maps of the approved network will be provided to other mapping agencies and commercial mapping companies to facilitate providing consistent information to the public.

Kiosks

Kiosks are distributed throughout the WEMO planning area to help with education and outreach. Each kiosk includes either a subregion map and/or site specific information regarding area rules and regulations.

Priorities for new and/or additional kiosk placement will be driven by the need for public education. Areas without available information will be the highest priority to receive a new

kiosk. Additional consideration for kiosk placement will be based on major access points, areas with sensitive resources that are experiencing significant impacts from access, and popular destinations. Final decisions regarding kiosk placement will occur after a site-specific review has been conducted to ensure no adverse impacts to cultural or other resources would occur from kiosk placement.

Education and Outreach Programs

An outreach and education program is a tool to facilitate the public education effort and enlist public support and assistance in maintaining the route network. The outreach and education program includes collaboration with federal, State, and county entities, established and emerging organizations and programs, and with public participation, and includes area-specific elements for the TMPs.

1. Key messages to communicate to the public (See TMPs 1 – 9).
2. Targeted methods of communication to enhance access to information may include:
    a. Visitor Center programs and information, freeway and Stateline visitor centers and rest stops, other public agencies, local hotels, and other outreach facilities;
    b. School partnerships and presentations and tours promoting BLM messages and outdoor multiple land uses, land ethics, leading to invitations for field tours;
    c. Development and distribution of traditional maps, brochures and guides to specific areas, and for various resources and uses; and
    d. Distribution of materials, attendance, and presentations at fairs, special events, partnership and user gatherings, local and regional interest group meetings, and OHV and other public lands events.
3. Electronic media
    a. BLM website informational materials, including downloadable items such as maps, recreational destinations and directions, land use ethics, rules, historic and cultural settings, air quality alerts, and fire prevention restrictions;
    b. Posting of Quick Response (QR) codes on kiosks and maps that may allow import of route data to mobile applications; and
    c. Provision of information on partner websites and traditional travel websites.

Partnerships

Sustainable partnerships are essential to the successful implementation of the TMPs. These partnerships need to be coordinated, and include organizations that bring various interests and resources to the table, including non-profit and other private groups, governmental jurisdictions and organizations, educational groups, private landowners, users and user organizations, local law enforcement, utilities and private businesses.

1. Key tasks that partners can assist on include the following:
    a. Maintenance of the route network: Individuals and volunteer groups can work with Field Offices to assist with replacement of signs, raking closed routes that

receive use, updating kiosk information, and other activities that help the public use and enjoy the route network appropriately. The following resources are needed in addition to the maintenance materials to facilitate these partnerships:

- Development and implementation of a database system to keep track of locations, activities, and materials used.
- Smartphones or similar devices with appropriate apps, to record locations of activities and keep track of materials used.

b. Restoration activities: Organizations can work with the Field Office with minimal oversight to assist with restoration activities.

c. Public education and outreach activities: Individuals, volunteer groups, and organizations can work with BLM to assist with presentations, training, development and distribution of materials, hosting activities, being campground hosts, and similar types of outreach.

d. Monitoring program assistance.

Having route designations in place enhances the availability of funds, and will allow the BLM to pursue external sources of funding, such as State OHV Grants, the National Fish and Wildlife Habitat Fund, and contributions of volunteer labor from local, state, and national interest organizations.

Law Enforcement

Enforcement for travel management can be broken down into two discrete but interrelated sections: law enforcement and administrative enforcement. Law enforcement primarily deals with public use of the Transportation Network and, when needed, the authorized uses; whereas administrative enforcement generally deals with only authorized users.

1. Law enforcement over a 16,000-mile network of linear travel features spread over a 9.2-million acre area (approximately 3.1 million acres of BLM administered public lands) is a challenge. As such, although opportune patrols would always (at the officer's discretion) deal with travel management issues, the following priorities for law enforcement are established;

    a. Routine patrol and response to issues relating to the unauthorized use of restored transportation linear disturbances.

    b. Routine patrol of targeted areas to monitor public use and swiftly respond to route proliferation issues that arise.

    c. Routine patrol of easily accessible (adjacent to designated routes) wilderness, WSAs and lands managed for wilderness characteristics.

2. Beyond the three priorities outlined above, and the opportunistic enforcement during other patrol activities, law enforcement will respond as needed to travel management issues and concerns identified during monitoring or by resource specialists.

    a. Law enforcement patrols are conducted and reported by patrol sector. A patrol sector is a geographic area that is assigned to a Law Enforcement Ranger for

patrol, enforcement, and monitoring. Law enforcement issues are documented in the law enforcement reporting system (IMARS). The IMARS reporting system is a confidential law enforcement reporting system that is not publically available. The Chief Law Enforcement Rangers provide reports from IMARS to their respective Field Managers. These reports allow each Field Manager and Chief Ranger to review the frequency of patrol and types of incidents documented in order to collaboratively monitor and direct further patrol and law enforcement activities.

b. To enforce the WEMO route network, interdisciplinary cooperation among staff is important. As part of this interdisciplinary team approach, Law Enforcement Rangers work closely with resource, recreation, and maintenance staff to capture information, statistics and maintenance needs and specific locations. Once trends or needs are assessed, the Field Office Manager prioritizes resources and directs additional law enforcement patrol in specific subregions as needed.

c. Law enforcement patrol efforts are both proactive and preventive, along with being responsive to complaints. Patrols are conducted on a periodic basis depending on priorities throughout each TMA. The goals of law enforcement within each TMA will be listed:

d. Administrative enforcement would principally focus on the Transportation System, including review, monitoring, and enforcement of ROWs and other authorizations as routine monitoring identifies issues. In the absence of specific law enforcement issues and activities, routine patrol priorities are generally the same as restoration priorities.

Maintenance of Routes within the Network

Transportation System Assets BLM route Maintenance Intensities provide guidance for appropriate "standards of care" to recognized routes within the BLM. Recognized routes by definition include Roads, Primitive Roads, and Trails carried as assets within the BLM FAMS.

Maintenance Intensities provide consistent objectives and standards for the care and maintenance of BLM routes based on identified management objectives. Maintenance Intensities are consistent with land-use planning management objectives (for example, natural, cultural, recreation setting, and visual). Maintenance Intensities provide operational guidance to field personnel on the appropriate intensity, frequency, and type of maintenance activities that should be undertaken to keep the route in acceptable condition and provide guidance for the minimum standards of care for the annual maintenance of a route.

Maintenance Intensities do not describe route geometry, route types, types of use or other physical or managerial characteristics of the route. Those terms are addressed as other descriptive attributes to a route. Maintenance Intensities provide a range of management objectives and standards.

<u>Level 0</u>

Maintenance Description:

Existing routes that will no longer be maintained and no longer be declared a route. Routes identified as Level 0 are identified for removal from the Transportation System entirely.

Maintenance Objectives:

- No planned annual maintenance,
- meet identified environmental needs,
- no preventative maintenance or planned annual maintenance activities

Maintenance Funds: No annual maintenance funds

Level 1

Maintenance Description:

Routes where minimum (low intensity) maintenance is required to protect adjacent lands and resource values. These roads may be impassable for extended periods of time.

Maintenance Objectives:

- Low (Minimal) maintenance intensity,
- Emphasis is given to maintaining drainage and runoff patterns as needed to protect adjacent lands. Grading, brushing, or slide removal is not performed unless route bed drainage is being adversely affected, causing erosion.
- Meet identified resource management objectives
- Perform maintenance as necessary to protect adjacent lands and resource values
- No preventative maintenance
- Planned maintenance activities limited to environmental and resource protection
- Route surface and other physical features are not maintained for regular traffic.

Maintenance Funds:

Maintenance funds provided to address environmental and resource protection requirements. No maintenance funds provided to perform preventative maintenance.

Level 2

Reserved for Possible Future Use

Level 3

Maintenance Description:

Routes requiring moderate maintenance due to low volume use (for example, seasonally or year-round for commercial, recreational, or administrative access). Maintenance Intensities may not provide year-round access but are intended to generally provide resources appropriate to keep the route in use for the majority of the year.

Maintenance Objectives:

- Medium (Moderate) maintenance intensity,
- Drainage structures will be maintained as needed. Surface maintenance will be conducted to provide a reasonable level of riding comfort at prudent speeds for the route conditions and intended use. Brushing is conducted as needed to improve sight distance when appropriate for management uses. Landslides adversely affecting drainage receive high priority for removal; otherwise, they will be removed on a scheduled basis.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventative maintenance as required to generally keep the route in acceptable condition
- Planned maintenance activities should include environmental and resource protection efforts, annual route surface
- Route surface and other physical features are maintained for regular traffic Maintenance Funds: Maintenance funds provided to preserve the route in the current condition, perform planned preventive maintenance activities on a scheduled basis, and address environmental and resource protection requirements.

Level 4

Reserved for Possible Future Use

Level 5

Maintenance Description:

Route for high (maximum) maintenance due to year-round needs, high volume of traffic, or significant use. Also may include route identified through management objectives as requiring high intensities of maintenance or to be maintained open on a year-round basis.

Maintenance Objectives:

- High (Maximum) maintenance intensity
- The entire route will be maintained at least annually. Problems will be repaired as discovered. These routes may be closed or have limited access due to weather conditions but are generally intended for year-round use.
- Meet identified environmental needs
- Generally maintained for year-round traffic
- Perform annual maintenance necessary to protect adjacent lands and resource values
- Perform preventative maintenance as required to generally keep the route in acceptable condition

- Planned maintenance activities should include environmental and resource protection efforts, annual route surface
- Route surface and other physical features are maintained for regular traffic

Maintenance Funds:

Maintenance funds provided to preserve the route in the current condition, perform planned preventative maintenance activities on a scheduled basis, and address environmental and resource protection requirements (MS 9113 – ROADS 2015).

In addition to maintenance levels from the MS 9113, maintenance of routes includes on-the-ground activities that support the appropriate use of the network.

1. Routine maintenance may include actions such as:
    a. Maintaining route travel surface using hand tools or heavy equipment for such purposes as, but not limited to, smoothing trail tread, pulling in berms, filling in of potholes and ruts, as well as the importation of road base and fill material such as sand and gravel.
    b. Installation and maintenance of water control and erosion prevention features such as rolling dips, out slopes, culverts and drainage leadouts.
    c. Removal of brush and vegetation to increase travel visibility, reduce safety hazards or to improve passage along a route.
    d. Vegetation management activities, such as seeding, planting, invasive plant removal, installation of erosion control devices (e.g., mats, straw, chips), and mechanical treatments, such as crushing, piling, thinning, pruning, cutting, chipping, mulching, mowing, and prescribed fire when the activity is necessary for the management of vegetation on public lands.
    e. Installation and maintenance of trail markers, traffic counters, information kiosks, visitor registers, special designation or information signs.
    f. Placement of recreational, special designation, or information signs, visitor registers, kiosks, and portable sanitation devices.
    g. Removal of trash, structures and materials such as scattered refuse, abandoned automobiles, fences, buildings and other man-made structures with no historical value.
    h. Installation of grates across, and fences around, mining features to protect wildlife and/or for human health and safety.
    i. Installation of retaining structures to assist in maintaining route tread and/or as an erosion control feature.
    j. Installation of signs or hard barriers such as rocks, boulders, wooden railings, bollards, guard rails, or fences (less than 1 mile in length), to delineate route edges, camping area boundaries, or parking area limitations.

k. Installation of signs, gates, cattle guards, enclosures, or hard barriers such as rocks, boulders, wooden railings, bollards, guard rails, or fences (less than 1 mile in length), to protect natural and cultural resources.

l. Installation of vehicle width limiting or step over structures to limit the types of vehicles or modes of travel that may access a specially designated trail, such as a motorcycle or hiking trail.

m. Dust abatement activities on routes, such as applications of watering, other dust suppressants, or surface hardening agents.

n. Routine route sign replacement or additional route sign placement on designated routes.

o. Routine repair of kiosk damage or replacement or upgrade of maps and brochures.

p. Ongoing damage repair.

q. Planned actions in response to wildfires, floods, weather events, earthquakes, or landslides that threaten public health or safety, property, and/or natural and cultural resources, and that are necessary to repair or improve lands unlikely to recover to a management-approved condition as a result of the event. Such activities are limited to: repair and installation of essential erosion control structures; replacement or repair of existing culverts, roads, trails, fences, and minor facilities; construction of protection fences; planting, seeding, and mulching; and removal of hazard trees, rocks, soil, and other mobile debris from, on, or along roads, trails, campgrounds, and watercourses.

2. Relatively few routes on public lands are maintained with vehicles such as graders or similar heavy equipment. Routes that are targeted for this level of maintenance would be reflected in asset classification of the route (i.e., roads would be maintained to allow for the continual use by all appropriate vehicles and primitive roads would be maintained as needed) and the setting in which the route occurs (i.e., there is limited use of heavy equipment in primitive settings).

3. Where vehicular maintenance is deemed appropriate, routine maintenance may occur on roads and primitive roads without further site-specific review, so long as maintenance is consistent with the existing character of the route and is taking place within the prism of the route or a previously designated width that has been evaluated and legal compliance has been completed, or, appropriate mitigation, if any, has been identified and applied. Any maintenance that would result in a change in character of the road (e.g., surfacing, widening) would require additional NEPA analysis and site-specific reviews.

4. On routes not previously subject to NHPA review, the BLM will conduct a Class III inventory of the area of potential effect (the area of proposed direct and indirect effects plus a 50 foot buffer surrounding the disturbance) prior to vehicular maintenance activities. However, no additional identification efforts are required if the area of potential effect is entirely within areas that have been previously inventoried, though the BLM archaeologist must determine that the previous identification efforts represent a reasonable and good faith effort and conform to the prevailing professional survey standards for the geographic region, provided that the regional standards meet or exceed the Secretary's Standards and Guidelines.

5. Vehicular maintenance of routes may also be done to minimize soil erosion and other resource degradation. This maintenance will be done on a case-by-case basis, depending upon annual maintenance funding and consistent with the adopted Programmatic Agreement for the WMRNP.
6. Maintenance activities may be carried out using the most efficient and economical tools for the situation including hand, mechanical, or power tools along with OHVs and heavy equipment, consistent with the above parameters.
7. The trimming, brushing and/or masticating of roadside vegetation to maintain clearance will occur on both roads and primitive roads to the minimum level needed to keep free passage of the roadway open, eliminate safety hazards, and reduce the risk of fire.
8. Most non-motorized trails are not physically maintained. Trail maintenance activities generally will occur when needed, and trails may be maintained in partnership with one or more interested stakeholder groups.
9. Maintenance of the route network will center around three priorities corresponding to the time frames and types of actions needed. These are:

    a. Phase I Actions - maintenance issues that pose an immediate safety threat to the user. Maintenance actions require immediate attention and are often associated with some sudden change in the character of the route. These actions will be scheduled for implementation as soon as feasible, ideally not later than five working days from the time of discovery and could include activities such as:

        - temporary/emergency route closure,
        - road repair following flash flooding events,
        - temporary signage, and/or
        - re-routing of routes to avoid the hazard.

    b. Phase II Actions - maintenance issues that, if left unattended, will allow additional damage or create a problem over time. Maintenance actions require attention but do not pose an immediate hazard to the user. These actions will be scheduled for implementation as soon as feasible, ideally within 30 working days from the time of discovery. These actions could include:

        - route repair,
        - barrier installation, and/or
        - vegetation removal.

    c. Phase III Actions - maintenance issues that may be resolved at the time of discovery or will not cause appreciable damage or safety hazard by waiting until a maintenance team visits the area. Routine maintenance actions include:

        - replacement of signs, maps and other route information;
        - repair or replacement of route features that are damaged (e.g., grates, fences);

- activities covered by existing plan and environmental documents;
- upgrades or repairs to maintenance actions addressed as urgent issues previously; and/or
- funded maintenance actions with targets for completion within the current or next fiscal year.

Routine maintenance activities may be performed during the normal monitoring of designated route networks.

Adaptive Management

The BLM may modify the travel network and transportation systems through monitoring and adaptive management protocols or by specific BLM actions and authorizations. It is critical that the BLM continue TTM after completion of the initial TMP as a routine part of land management. Based on funding, staffing, and partnership opportunities, the priorities for TTM implementation actions may vary within each TMA.

1. Adaptive measures will be implemented on an appropriate area-wide basis based on the 43 CFR 8342.1 designation criteria, the evaluation factors and thresholds identified in the monitoring plan, specific on-the-ground factors that indicate a substantive need, unknown information that becomes available at a later date in time, and new opportunities and partnerships that are established. The appropriate area of application for adaptive measures may be the WEMO planning area, TMA, subregion, or more specific area based on the data collected and the adaptive management approach identified. Resource-specific measures that may be applied are described in Table 2.2-2.
2. The inventories for this project have identified approximately 16,000 miles of routes in the WEMO planning area. This is over 7,200 miles of additional on-the-ground linear features (i.e., routes) identified through the 2012 field monitoring and aerial photo review that had not been previously addressed, but appear to have been identifiable at the time of the 2006 WEMO Plan. A complete inventory of the WEMO planning area was conducted for the WMRNP in 2012-2013 to provide a useful baseline for analysis and implementation of the TMP. A designation determination was made for each route in the inventory, based on the designation criteria, alternative goals and objectives, and the analysis of impacts.
3. The 2006 WEMO Plan indicated that some features could not be located on the ground (10-13 percent). As monitoring proceeds, additional information will verify the existence and condition of the routes in the 2012-2013 inventory. If linear features in the WMRNP inventory show evidence of natural rehabilitation and are not readily apparent to the casual passerby on-the-ground, or are washes with no evidence of use, documentation of such conditions will be recorded and then these linear features may be removed from the inventory.
4. Route designation mapping errors may be corrected without further NEPA review, if site-specific compliance reviews verify that no sensitive resources were missed. Errors generally consist of routes that were identified on maps, but missed in the documentation process and vice versa, including:

a. Short segments that were classified as transportation linear disturbances, but are really located within a larger/longer designated open route and should also be designated as open to preserve continuity of the route.

b. Routes that are designated open, but do not connect to the designated, mapped network and therefore should be classified as transportation linear disturbances.

c. Routes that are misidentified on the ground, e.g., two parallel, adjacent routes where the wrong route was classified as a transportation linear disturbance for rehabilitation.

d. Non-existent routes.

5. If linear features are found on the ground that show signs of use and were missed in the inventory process, and through document review can be determined to have existed at the time of initial project development, they will be added to the Transportation System and evaluated through the route designation and NEPA processes to determine whether they should be designated as available for use or not, consistent with the parameters for the area they are within. Linear features that did not exist at the time of initial project development will be added to the Transportation System as transportation linear disturbances and managed consistent with other transportation linear disturbances in the area, except if effectively addressed under the Rapid Response program.

6. Additionally, on newly acquired lands, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System. New routes on acquired lands would be required to be complimentary to the existing Transportation System and objectives for that TMA.

7. As additional information becomes available within the WEMO planning area, the BLM will manage the designated routes for the protection of cultural and natural resources, and the special values in each area. As areas of resource conflicts are identified via monitoring and future inventory activities, the BLM will continue to evaluate the designated route network, to ensure it continues to meet the objectives of 43 CFR 8340, the applicable land use plan goals and objectives, and applicable laws and regulations. The network will be reviewed to assess its effectiveness at meeting current travel management objectives and at addressing current and changing land use plan goals and objectives. Adaptive management may include changes in the adopted travel management system or measures to avoid on-site and off-site effects on current and future land uses and important resources. Among others, issues that could arise in the future include noise and air pollution, erodible soils, stream sedimentation, nonpoint source water pollution, as well as impacts to listed and sensitive species habitats, eligible and listed cultural resources and historic properties, wildlife, special management areas, valid existing rights, and property rights for adjacent landowners. Route designation or other actions in the TMPs could be modified based on monitoring results, or to accommodate land use proposals. All required compliance activities and NEPA analyses would precede needed modifications to the route network.

8. Recreational Unmanned Aircraft “Drones” - The term "unmanned aircraft" means a device that is used or intended to be used for flight in the air without the possibility of

direct intervention from within or on the device, and the associated operational elements and components that are required for the pilot or system operator in command to operate or control the device (such as cameras, sensors, communication links). This term includes all types of devices that meet this definition (e.g., model airplanes, quad-copters, drones) that are used for any purpose, including for recreation or commerce. The Federal Aviation Administration provides regulation and guidance governing the use of Unmanned Aerial Systems, however as an OHV, an unmanned aircraft is governed by the OHV regulations while they are on or immediately over the ground. Other regulations, such as closures and restrictions (43 CFR 8364) may be required to more comprehensively manage this activity.

9. The following monitoring standards and indicators for adaptive management are being established. These indicators form the basis for determining how well standards are being achieved, and if not, what more direct types of actions would then be implemented.
    a. Repetitive Non-Compliance on an individual route
    b. Repetitive Non-Compliance on a group of routes in a localized area
    c. New Illegal Routes recur in a localized area
    d. Repetitive repair needs
    e. Class IV Damage
    f. Width/Depth increase over time
    g. Secondary Impacts (e.g. trash dumping, sensitive plants, cultural sites)

Provisions for New Route Construction or Adaptation/Relocation of Existing Routes

Development of new routes will be permitted only in the manner that is consistent with the planning guidance provided by the relevant RMP and TMP. New routes should be evaluated, designated, and analyzed in coordination with the NEPA process. The planning, design, and engineering for new routes should take into consideration the evaluation criteria to the maximum extent practicable in light of the authorization being reviewed and how OHV use will be managed on the route. For example, a route authorized for access to a renewable energy development should be analyzed through the NEPA analysis associated with the energy project and a specific decision made on OHV use on the route or any controls placed to ensure OHV use does not occur. If OHV use is not specifically eliminated from the route, the evaluation of the route will document how the location of the route was chosen to minimize adverse impacts per 43 CFR 8342.1.

1. The need for route designation on newly acquired lands would be reviewed every five years (or sooner, if judged to be prudent by the Field Manager). As lands are newly acquired, transportation linear features would be inventoried and designation would comply with applicable federal regulations and statutes. Once designated, these routes would be incorporated into the overall Transportation System. Designated routes on acquired lands would be required to be complimentary to the existing transportation network.

2. Changes in travel management may fall into one of the following categories: route designation changes; route upgrades, such as to improve accessibility to a class of users or address safety issues; route downgrades, such as narrowing for a more limited use; minor realignments; adaptation/relocation of existing routes; and extension and/or improvement of routes to highway connectors.
3. In general, other associated construction and adaptation/relocation activities would not require further consultation if taking place within the stopping, parking, and camping boundary if the activities reduce off-route impacts or address safety issues, and if they avoid listed species and NHPA sites. Changes to an asset classification or subdesignation on a route would also generally be considered a minor route network change; however, additional designation of "C" routes would require additional NEPA review.
4. New route construction or adaptation/relocation of routes outside the route prism would require further site-specific review consistent with the Programmatic Agreement, which may include implementation of the NHPA Section 106 process and a Class III cultural resource survey, and/or consultation with the US Fish and Wildlife Service (USFWS) under the Endangered Species Act, consistent with the Biological Opinion. The need for NEPA compliance for activities that are limited to within the route prism and the level of NEPA compliance for projects within the stopping, parking, and camping area, would be determined on a case-by-case basis.
5. New routes should be evaluated, designated, and analyzed in coordination with the NEPA process. The planning, design, and engineering for new routes should take into consideration the designation criteria to the maximum extent practicable in light of the authorization being reviewed and how OHV use will be managed on the route. For example, a route authorized for access to a renewable energy development project should be analyzed through the NEPA analysis associated with the energy project and a specific decision made on OHV use on the route or any controls placed to ensure OHV use does not occur. If OHV use is not specifically eliminated from the route, the evaluation of the route will document how the location of the route was chosen to minimize adverse impacts per 43 CFR 8342.1.
6. "Minor realignments" within the stopping, parking, and camping area may include the following:
    a. Minor realignments of a route necessary to address safety issues.
    b. Minor realignments of a route necessary to avoid cultural resource sites identified during the process of complying with Section 106 of the NHPA.
    c. Minor realignments of a route necessary to reduce impacts on sensitive species or their habitats.
    d. Minor realignments of a route necessary to avoid a riparian area, or reduce impacts to soil, water, or air resources.
    e. Minor realignments of a route along the public lands boundary with another jurisdiction, to address issues of that jurisdiction.

f. Minor realignments of a route that would substantially increase the quality of a recreational experience, but would not adversely affect sensitive species or their habitat, or another sensitive resource value.

7. Minor realignments to address a recreational experience could include the opening of an existing, but previously closed, route that serves the same access need as the open route that is to be "realigned." It does not include the construction of a new access route involving new ground disturbance, except as identified above. Minor realignments must be documented in the official record. The reason for the alignment change shall be recorded and kept on file in the affected BLM Field Office.
8. Access to private inholdings will be evaluated on a case-by-case basis. The preferred approach is to grant such access administratively.

Emergency Closures

In the event of an emergency, immediate actions, such as closure or restrictions on uses of public lands must be taken to prevent or reduce risk to public health or safety, property or important resources. Emergencies are unforeseen events of such severity that they require immediate action to avoid dire consequences. The *BLM National Environmental Policy Handbook* (H-1790-1, Section 2.3) defines the following actions as typical emergency actions:

- Cleanup of a hazardous material spill;
- Fire suppression activities related to ongoing wildland fires; and
- Emergency stabilization actions following wildland fires or other disasters.

In each TMA, likely sources of emergency actions will be included.

In any case for an emergency action, closures will go into effect immediately, with appropriate public notification.

Temporary Route, Closure or Restriction

A transportation linear feature authorized or acquired for the development, construction, or staging of a project or event that has a finite lifespan. A temporary route is not intended to be part of the permanent transportation system, but may be part of the travel network. Temporary routes must be reclaimed by the project proponent (or their representative) when its intended purpose(s) has been fulfilled, unless through a separate review and decision making process the BLM incorporates and appropriately designates the route as part of its transportation system. Unless a temporary route is specifically intended to accommodate public use, it should not be made available for that use.

An order to close or limit use of areas and trails on public lands and off-highway vehicle use under the authority of 43 CFR 8341.2 or 8364.1. Such closures or restrictions are temporary in nature and therefore are not OHV designations.

Needed Authorizations

The TMP and any subsequent route related decisions will also determine whether a route requires any authorizations, such as any clearances or easements needed by the BLM, or rights-

of-way issued by the BLM. TMPs should include lists of the needed authorizations and rationale to help guide future decisions and funding.

Needed Easements

The proposed BLM route network consist of roads or primitive roads that provide the principal access from the federal, state, and local roadway system to public lands in the WEMO planning area. Some of these routes are the main connectors of the WEMO planning area's route network under current and foreseeable traffic patterns. Many of these main connectors cross both public and non-public lands, are routes under the authority of another entity, or are routes to which BLM has given authorization for specified uses. These routes function as BLM local roads, although road standards may vary depending on the type of use and specific management objectives. BLM does not have authority over routes that are not on public lands managed by the BLM. Pursuant to regulation, most authorizations that BLM has granted across public lands retain in BLM certain rights, including the ability to grant use of the route for other purposes. However, some routes across public lands, primarily routes granted to an entity prior to the Federal Land Policy Management Act or directly from Congress, contain provisions whereby the holder retains some use authority. The routes that are subject to authorization will generally be prioritized by the BLM to pursue legal access (by acquisition or by adjudication of existing access rights), including across non-Federal land. These routes will also be prioritized in order to complete maintenance to ensure long term, legal public access to the public lands in the WEMO planning area. In addition, BLM will pursue reciprocal easements on primary County and Special District roads. Road segments from public highways to public land may be posted with "Public Land Access Route" signs, and BLM will coordinate with the California Department of Transportation (Caltrans) for appropriate signing on highways. Easements may be acquired through donation following the procedures set forth in *BLM Manual 2100-Acquisition*.

Routes identified for easement acquisition in each TMA are noted on the subregion maps for the respective TMA.

Other Travel and Transportation Management Considerations

R.S. 2477 Claims and BLM Administrative Determinations

Per BLM Transportation and Management Manual 1626 (2016), a travel management plan is not intended to provide evidence, bearing on, or address the validity of any R.S. 2477 assertions. R.S. 2477 rights are determined through a process that is entirely independent of the BLM's planning process. Consequently, the West Mojave Route Network Project did not take into consideration R.S. 2477 evidence. The BLM bases travel management planning on purpose and need related to resource uses and associated access to public lands and waters given consideration to the relevant resources. At such time as a decision is made on R.S. 2477 assertions, the BLM will adjust its travel routes accordingly.

Programmatic Agreement Requirements or other Terms and Conditions

All terms and conditions listed in the WMRNP Biological Opinion and requirements in the Programmatic Agreement for cultural resource protection will be implemented.

Changes to the Travel Management Plans

The WMRNP ROD would amend the CDCA Plan to adopt the parameters and framework for travel management described in the WMRNP (Proposed Plan Amendments). Any significant future modifications of the network parameters and framework, therefore, could only occur through an amendment to the CDCA Plan, including full NEPA compliance, public involvement, interagency coordination, and the preparation of a ROD for the amendment. The TMP is an implementation-level plan, and changes do not normally require a plan amendment, consistent with the Federal Land Policy Management Act. The Federal Land Policy Management Act allows BLM resource management plans (such as the CDCA Plan) to be "maintained as necessary to reflect minor changes in data" (Section 1610.5-4). Plan maintenance is limited, in that it cannot result in the expansion of the scope of resource uses or restrictions, or change the terms, conditions and decisions of the approved plan. It is limited to further refining or documenting a previously approved decision incorporated in the plan.

Major route network changes would require an associated TMA goals evaluation and NEPA-compliant review (supplemental to the WMRNP SEIS or a separate NEPA document) as well as NHPA Section 106 consultation and/or consultation with USFWS under Section 7 of the Endangered Species Act. Major route network changes include those which substantially alter transportation patterns in a subregion, are inconsistent with the TMP goals, are large acquisitions with multiple access options, those exceeding take limitations associated with Endangered Species Act consultation, and/or involve the addition of substantial routes to the current network that are not part of a larger project review.

Changes or modifications of the implementation of a TMP will be documented through maintenance of the plan, plan updates, or separate actions (e.g., rewriting of a specific plan component), which may or may not require new NEPA analysis. Changes to elements of the plan such as updating protocols for signing, monitoring, data management, restoration, (i.e., non-route designation decisions) would be reviewed by the appropriate BLM Field Office and, if needed, modified within the TMP, but a new TMP would not be issued. Non-route designation decisions within the TMP would be superseded as needs arise without publishing a new TMP for public review.

Provisions and Process for Travel and Transportation Management

In the routine business of BLM, travel and transportation management decisions will be considered in various capacities. For instance, when considering a new right-of-way application, BLM will consider existing route designations in contrast to desired public or permitted uses for new routes, and address and evaluate these uses in conformance with the OHV regulations in 43 CFR 8340. Authorizing or permitting the development of a new transportation linear feature does not, in and of itself, constitute a complete route designation. If a route is to be available for OHV use, then the BLM must make a separate OHV designation as part of the authorization process. In addition, the BLM should add primary route objectives, direction for managing and maintaining new routes, associated geographic information system data, and engineering best management practices, to these decisions. Future NEPA-related documentation, including Records of Decision or Findings of No Significant Impact related to rights-of-way and development projects should address compliance of the project with 43 CFR 8340 and describe any OHV designations that are a part of the final decision.

Standard Operating Procedures

The following standard operating procedures will be implemented during all phases of TMP implementation.

- Appropriate NEPA analysis will be obtained prior to any ground disturbing activities not addressed in this plan. Prior to implementation of ground disturbing activities, project leads will confirm with cultural resource staff and other resource staff members that surveys and inventories have been completed for the proposed work site.
- If, during implementation activities, workers discover cultural or paleontological resources, operations in the vicinity of the discovered resources shall cease immediately. The Field Office archeologist shall, as appropriate, evaluate the significance of the find and determine the need for mitigation. Work in the area of the discovery would not proceed until authorized by the archeologist. The Field Office archeologist shall assess proposed removal of any materials or structures that may be of questionable age (45 years or older) for proper archeological custodianship or for disposal away from the site.
- If, during implementation activities, workers encounter biological resources of concern, operations in the vicinity shall cease immediately. Work shall proceed only after hazards to the species of concern are removed, the animal is no longer at risk, or the animal has been moved from harm's way.
- If, during implementation activities, workers encounter botanical resources of concern, operations in the vicinity shall cease immediately. The Field Office botanist, natural resource specialist, or resources chief shall, as appropriate, evaluate the significance of the find and determine the need for mitigation. Work in the area of the discovery would not proceed until authorized by the appropriate staff member.
- Construction equipment operators will minimize lowering of the road bed to avoid building up tall berms that may inhibit wildlife movement. Berms higher that 12 inches and/or with a slope greater than 30 degrees will inhibit wildlife movement, and should be pulled back into the road bed.
- Any new road construction or existing road maintenance activities will be reviewed to assure optimal use of crowning, ditching, outsloping, insloping, borrow ditches, drainage dips, low water crossings, culverts, or leadout ditches to control erosion and resource degradation. Ideally crown, outslope, or inslope should have a grade of approximately 3 percent (2.5 inch crown on a 14 foot wide road) to provide for water sheeting.
- All trash and food items generated by project activities shall be promptly contained and regularly removed from the project site to reduce the attractiveness of the area to scavenging wildlife.
- Construction equipment operators shall inspect underneath any parked equipment or vehicle immediately prior to moving it to ensure no wildlife species of concern is beneath the vehicle. If an animal is found underneath the parked item, the operator should move the item following proper handling procedures. Alternatively, the vehicle shall not be moved until the animal has left of its own accord.
- The following is the protocol should human remains be discovered within the WEMO area.

- All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA)16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the state of California regardless if the remains are modern or archaeological.
- Upon discovery of human remains, all work within a minimum of 200 feet of the remains must cease immediately, nothing disturbed and the area is to be secured. The County Coroner's Office of the county where the remains were located must be called. The Coroner has two working days to examine the remains after notification. The appropriate land manager/owner or the site shall also be called and informed of the discovery. If the remains are located on federal lands, federal land managers/federal law enforcement/federal archaeologist are to be informed as well because of complementary jurisdiction issues. It is very important that the suspected remains and the area around them remain undisturbed and the proper authorities called to the scene as soon as possible as it could be a crime scene. Disturbing human remains is against federal and state laws and there are criminal/civil penalties including fines and/or time in jail up to several years. In addition, all vehicles and equipment used in the commission of the crime may be forfeited. The Coroner will determine if the bones are historic/archaeological or a modern legal case.

Modern Remains

- If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner and conduct the required procedures. Work will not resume until law enforcement has released the area.

Archaeological Remains

- If the remains are determined to be archaeological in origin and there is no legal question, the protocol changes depending on whether the discovery site is located on federally or non-federally owned/managed lands.
- *Remains discovered on federally owned/managed lands:* After the Coroner has determined the remains are archaeological or historic and there is no legal question, the appropriate Field Office Archaeologist must be called. The archaeologist will initiate the proper procedures under ARPA and/or NAGPRA. If the remains can be determined to be Native American, the steps as outlined in NAGPRA, 43 CFR 10.6 *Inadvertent discoveries*, must be followed.
- *Remains discovered on non-Federally owned/managed lands:* After the Coroner has determined the remains on non-federally owned/managed lands are archaeological and there is no legal question, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation, or to his or her authorized representative. If the Coroner believes the remains to be those of

a Native American he/she shall contact by telephone within 24 hours, the California Native American Heritage Commission (NAHC). The NAHC will immediately notify the person it believes to be the most likely descendent of the remains. The most likely descendent has 48 hours to make recommendations to the land owner for treatment or disposition of the human remains. If the descendent does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from further disturbance. If the land owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC.

Resumption of activity. The activity that resulted in the discovery of human remains may resume at any time that a written, binding agreement is executed between the BLM, lineal descendants, and/or the federally recognized affiliated Indian Tribe(s) that adopts a recovery plan for the excavation or removal of the human remains, funerary objects, sacred objects, or objects of cultural patrimony following 43 CFR §10.3 (b)(1) of these regulations. The disposition of all human remains and NAGPRA items shall be carried out following 43 CFR §10.6.

1.0 TMA 1

This Travel Management Plan (TMP), consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 1, which is located within the Barstow Field Office area. TMA 1 is generally located east of Barstow, south of Interstate 15 and north of Interstate 40. TMA 1 contains four subregions: Afton Canyon, Broadwell Lake, Barstow, and Mojave Trails National Monument. TMA 1 encompasses approximately 562,204 acres of BLM land.

The primary locations that are accessed within this TMA include: Mojave Trails National Monument, Afton Canyon Area of Critical Environmental Concern (ACEC), Pisgah Crater, Amboy Crater, Rasor Off-highway Vehicle (OHV) Open Area, Cady Mountain Wilderness Study Area (WSA), and Amboy Crater.

1.1 Transportation System

The TMA 1 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs and is consistent with other designated area goals and objectives and enhances access outside of designated sensitive areas such as the Afton Canyon ACEC and the Mojave Trails National Monument. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 1 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Afton Canyon = AC
- Broadwell Lake = BL
- Barstow = BA
- Mojave Trails National Monument = MT

1.2 List of Designated Areas

In designated areas (Wilderness, WSAs, NCLs, ACECs, National Register of Historic Places sites), limit access consistent with legislative action, BLM conservation management actions, disturbance parameters and programmatic agreements. In TMA 1, this includes:

- Mojave Trails National Monument
- Afton Canyon ACEC
- Amboy Crater ACEC
- Bristol-Mountains ACEC
- Cady Mountains WSA ACEC
- Manix ACEC
- Mojave Fringe-toed Lizard (MFTL) ACEC
- Pisgah ACEC
- Cadiz Valley Extensive Recreation Management Areas (ERMA)
- Rasor (OHV) Open Area
- Mojave and Silurian Valley NCL
- South Mojave – Amboy NCL
- Sheephole Valley Wilderness National Landscape Conservation System (NLCS)
- Afton Canyon SRMA
- Mojave Trails National Monument SRMA
- Rasor SRMA

1.3 Planning and Decision Maps

- See Figures G-1 to G-5 in Section 14, TMA Map Figures

1.4 Travel Management Area 1 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 1 have been developed to address unique features that include:

- Provide for access to areas within Mojave Trails National Monument while ensuring protection of the Objects described in the Proclamation 9395.
- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.

- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as biology, paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the protection of biological resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Incorporate travel management strategies that enhance the Old Spanish Trail National Scenic Trail and the Mojave Road experiences through Afton Canyon.
- Incorporate travel management strategies that are consistent with current wild and scenic river management strategies for the Mojave River that have been determined eligible (Harvard Road crossing to Basin Road), including portions of the river that run through the Manix ACEC and Afton Canyon ACEC.
- Emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Direct camping and staging to designated areas in the Afton Canyon ACEC.
- Provide an appropriate staging area adjacent to the boundary of the Rasor OHV Open Area if adequate staging areas cannot be developed within the OHV Open Area boundary.
- Minimize route impacts to the Mojave Fringe-Toed Lizard (MFTL) ACEC and other occupied MFTL habitat.
- Provide access to the Cady Mountains WSA, consistent with applicable laws, regulations, and conservation goals.

- Maintain connectivity between Interstate 15 and Interstate 40 through the Afton Canyon and Broadwell Lake Subregions, connecting the Afton Canyon ACEC, Rasor OHV Open Area, and Interstate 40 at Ludlow.
- Ensure route and network upgrades and features are consistent with the Route 66 historic landscape through the Route 66 corridor, located along the southern boundary of the TMA.
- Maintain casual-use motorized access on designated routes through bighorn sheep areas to provide for sheep viewing and monitoring, while limiting permitted events and lessening impacts to potential lambing areas and wildlife corridors.
- Maintain a diverse range of visual experiences in the travel management area, particularly in the Afton Canyon ACEC and Cady Mountains WSA, consistent with other goals and objectives.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, including rockhounding areas, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated Special Area goals and plans.
- Identify, develop, and provide appropriate parking at designated trailheads to access popular hiking areas.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate Right-of-Way (ROW) or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Maintain limited access to commercial communication facilities that serve freeway traffic and the City of Barstow; these are not through routes, and would not be included in the public route network.
- Provide adequate sandy conditions/4-wheel drive signing in the TMA.
- Consider emerging access and access-dependent needs in the management and refinement of the route network.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate rights-of-way (ROWs) or easements on key through-access roads.

- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.
- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

1.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Afton Canyon	1%	Relevant Riparian, hydrologic, scenic, geological, climate adaptation, paleontological historical and Native American values. One of three locations where Mojave River has surface flows. High potential site for Old Spanish National Historic Trail. Scenic "Grand Canyon of the Mojave" with spectacular erosional stratigraphy; Special status plants-- unusual riparian plant assemblage that is rare in the desert environment. Number and diversity of wildlife species is high for the region. Numerous birds of special management concern such as vermillion flycatcher summer tanager, yellow warbler, yellow breasted chat, nesting raptors. Manix fault represents significant geology; permanent water has made area focus of human activity for past 12,000 years; significant way station on historic trade and migration route (Mojave Road); includes one of only well-studied rancholabrean age fossil assemblages. Some areas within the unit provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Amboy Crater	1%	This area was designated to protect an Unusual Plant Assemblage; the largest known creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world's oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bristol Mountains	0.5%, 1%	Relevant biological resources including wildlife and plant assemblages. The area is high value for desert tortoise habitat and connectivity between the Ord-Rodman and Chemehuevi ACECs. Additionally, the area is critically important for bighorn sheep, Mojave fringed-toed lizards, burrowing owl, and several bat species. It also has numerous rare and sensitive plants such as Emory's crucifixion thorn and white margined penstemon, have major populations in the valley, making the area regionally significant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Cady Mountains WSA	0.25%	The Unit provides regional habitat connection for bighorn sheep.
Manix	1%	Relevant paleontological, cultural and wildlife resources. ACEC contains known fossil sites, as well as contains the habitat specific to the Mojave fringe-toed lizard.
Mojave Fringe-toed Lizard	1%	The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (*Uma scoparia*) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-tocd Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated poekets against hillsides.
Pisgah	1%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons, Mojave fringed-toed lizards and several other species. Additionally, numerous rare and sensitive plants have major populations here, including white-margined beardtongue and crucifixion thorn (*Castela emoryi*), making the area regionally significant. Stabilized sand dunes are an important geomorphic feature of the area. The area provides critical links for wildlife populations to the north and south of this linkage area. The area also provides habitat and supports important populations of several BLM sensitive plants. The area provided habitat and supports regionally important populations of desert tortoise between tortoise populations. This area contains an unusual invertebrate assemblage associated with lava tubes – scientists may not have described some species yet.

1.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Afton Canyon	**Management Actions** • Evaluate existing route network and provide for appropriate designation of roads and trails • Provide for group camping and equestrian facilities • Develop interpretive materials highlighting area values • Develop campground host program **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP • Camping limited to the three designated campgrounds • Campfires are limited to designated campgrounds. Firewood collection is prohibited • No target shooting
Amboy Crater	**Management Actions** • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Unauthorized routes will be rehabilitated/restored as funding allows • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use **Restrictions** • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes
Bristol Mountains	**Management Actions** • All designated open roads and trails will be signed and managed in accordance to the local TMP • As funding allows, restore all undesignated roads or trails • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes • Manage recreational shooting consistent with state and local laws • Allow SRP events, which do not negatively affect ACEC Relevance and Importance Values **Restrictions** • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes.
Cady Mountains WSA	**Management Actions** • Provide for landscape connectivity while providing for compatible public uses **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

ACECs	Travel Management Actions and Recreation Restrictions
Manix	**Management Actions** • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of Paleontological Resources **Restrictions** • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Mojave Fringe-toed Lizard	**Management Actions** • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC **Restrictions** • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes
Pisgah	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC

1.7 Restoration Priorities

- TLDs where rehabilitation would assist in directing the public away from illegal railroad crossings or other potential safety hazards.
- TLDs through occupied MFTL habitat.
- The terminus of designated motorized routes leading to or ending in the Cady Mountains WSA.
- Transportation linear disturbances that lead to illegal crossings of the Mojave River.

1.8 Kiosks

Currently, within TMA 1 there are seven kiosks at major entry points and campgrounds, including:

- Intersection of Crucero Rd. and Powerline Rd.
- Power Line Rd. north of Intestate-40

- Intersection National Trails Hwy. and Pisgah Rd.
- County Rd. 27096 south of National Trails Hwy
- Afton Canyon Campground
- Off of Basin Rd. south of Interstate-15
- Off of Rasor Rd. east of Arrowhead Trail

1.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—Stay on designated roads and trails
- Leave No Trace—Pack it in, Pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety First, Every Ride, Every Time (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Wilderness, Rockhounding, Climbing, Racing, Birding, etc.)
- MFTL Crossings
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

1.10 Key Partnerships

a. U.S. National Park Service
b. U.S. Fish and Wildlife Service
c. U.S. Geological Survey
d. U.S. Department of Defense
e. China Lake Naval Weapons Center
f. National Fish and Wildlife Habitat Fund
g. State and county governments and agencies
h. Old Spanish Trail Association
i. Amargosa Conservancy
j. Mojave Desert Land Trust

k. Defenders of Wildlife

l. Individual citizen volunteers from the communities within the boundaries of TMA 1, local, state, and national interest organizations.

m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

1.11 Transportation and Management Issues

The following two transportation management issues in TMA 1 need to be addressed and will be pursued as funding and other resources become available.

- Two railroad crossings occur that affect north-south travel through the Afton-Broadwell TMA. Agreements should be pursued with the railroads to address public easements, additional markings, and other needed improvements in this TMA, and in other TMAs through which these railroads travel.
- The transportation system in TMA 1 would also be improved with the development of site-specific access management strategies at (1) the railroad crossing where Afton Canyon ACEC meets the Rasor OHV Open Area (working with Union Pacific Railroad), and (2) at the east end of the TMA boundary and Rasor OHV Open Area, (working with Union Pacific Railroad and the National Park Service). Primary north-south access in this area of the TMA is currently provided by a Mojave River crossing route under the railroad bridge. However, illegal crossings of the railroad tracks are not unusual, and no railroad crossing controls are currently in place.

1.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation (See Section 2.3.2.10 in DSEIS for more information).

1.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

1.14 Implementation Strategy Table

Travel Management Area 1

Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 1	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of "stop signs" on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 20000 Labor 143000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	10000	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	Site-by-site basis	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Subregion-specific	Install kiosks (See TMP Maps): 1. Barstow – 1 2. Mojave Trails National Monument – 1 3. Afton Canyon – 1 4. Broadwell Lake – 1	High	Materials 16000 Labor 48000	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	3500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base, Marine Corps Logistics Base Yermo Annex, Mojave National Preserve, Joshua Tree National Park 2. Designated routes that access or parallel Wilderness 3. Rasor OHV Open Area	Med	82000		X	X
Travel-Boundaries	Boundary sign installation	South terminal end of 135675	Sign route as dead end to lands of other ownership	Med	2500	X	X	

Travel Management Area 1

Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	15000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	7500	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	85000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the access route to Level 3 within the Afton Canyon Campground and Amboy Crater hiking trails	Med	12000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing: • Afton Canyon	Med	7500	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of new unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								

Travel Management Area 1

Subregions: Afton Canyon, Barstow, Broadwell Lake, Mojave Trails National Monument

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Crossings	Railroad crossing	Broadwell Road-Rasor OHV Area (Union Pacific Railroad); Mojave Road/Railroad Trestle #3	Seek to obtain an easement from Union Pacific Railroad for crossing	Med	5000		X	
Travel-Crossings	Railroad crossing	BL8685	Seek to obtain an easement from Burlington Northern Santa Fe Railroad (BNSF)	Low	TBD		X	
Travel-Route Improvement	Betty Ford Mojave River Crossing	AC9610/Mojave River channel	Conduct engineering assessment; schedule route improvement in the annual work plan	High	85000	X		
Travel-Mitigation	Barrier fence or gate	WEMO ID 116176 in vicinity of AC9610	Install barrier fence or gate; provide for turnaround	Med	3500		X	
Travel-AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority 1. Barstow 2. Mojave Trails National Monument 3. Afton Canyon 4. Broadwell Lake	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	3200	X		
Travel-Heritage Resources	Protect heritage resources	Designated route system	Implement the Programmatic Agreement and Historic Properties Management Plan	High	2500	X	X	X

2.0 TMA 2

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 2, which is located within the Ridgecrest Field Office area. TMA 2 is generally located north of the City of Ridgecrest and surrounds China Lake Naval Weapons Center to the north, east and west. TMA 2 contains four subregions: Darwin, Sierra, North Searles, and South Searles. TMA 2 encompasses approximately 551,716 acres of BLM land.

The primary locations that are accessed within this TMA includes the Trona Pinnacles National Natural Landmark, Fossil Falls ACEC, the eastern Sierra front country canyons of the Owens Peak Wilderness, Olancha Dunes Open Area, Great Falls Basin, along with the Escape Trail connecting the WEMO planning area with the Northern and Eastern Mojave Planning Area (NEMO).

2.1 Transportation System

The TMA 2 designated network limits disturbance within designated NCLs and ACECs, is consistent with other designated area goals and objectives, and enhances access outside of designated sensitive areas such as the Trona Pinnacles and the Fossil Falls ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 2 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Darwin = DA
- Sierra = SI
- South Searles = SS
- North Searles = NS

2.2 List of Designated Areas

- Ayers Rock ACEC
- Great Falls Basin
- Fossil Falls ACEC

- Mohave Ground Squirrel ACEC
- Olancha Greasewood ACEC
- Panamint and Argus ACEC
- Rose Spring ACEC
- Sand Canyon ACEC
- Short Canyon ACEC
- Sierra Canyons ACEC
- Trona Pinnacles ACEC
- Warm Sulfur Spring ACEC
- Basin and Range NCL
- Argus Range Wilderness Area NLCS
- Owens Peak Wilderness Area NLCS
- Sacatar Trail Wilderness Area NLCS
- East Sierra SRMA
- North Searles SRMA
- Pacific Crest Trail SRMA
- Panamint Valley SRMA
- Olancha SRMA
- Red Mountain SRMA

2.3 Planning and Decision Maps

- See Figures G-6 to G-10 in Section 14, TMA Map Figures

2.4 Travel Management Area 2 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 2 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Great Falls Basin, Fossil Falls, Owens Peak, and Sacatar Trail Wilderness areas.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide access to the Olancha Dunes OHV Open Area and allow for the development of a larger group campsites or secondary vehicle parking sites to serve those visiting and using the Olancha Dunes for both recreational and commercial uses.
- Protect the outstanding qualities of the Trona Pinnacles National Natural Landmark and ACEC while still providing access to the area for casual and permitted uses, including group camping and commercial filming.
- Manage and maintain the designated Competitive ("C") route network north of Randsburg Wash Road and the Spangler Hills OHV Open Area.
- Do not enhance the routes in the network within the Great Falls Basin wilderness study area.
- Provide for the potential to extend the Nadeau National Recreation Trial upon appropriate inventory and review along with associated recreational opportunities that would enhance visitors experience in relation to the Trail.
- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or rights of ways as needed.

- Ensure that multiple emergency evacuation routes exist for use by residents of the community of Darwin.
- Maintain intact critical riparian habitat for the Pacific Flyway by ensuring access does not degrade riparian areas in the Sierra Canyons.
- TMA 2 hosts most of the known, significant bat roosts for the Ridgecrest Field Office. Maintain significant bat roosts (10 or more hibernacula or maternity colonies of Townsend's Big-eared bats, Corynorhinus townsendii, 25 or more for other bat species) by ensuring protective measures are implemented, and gating openings.
- Maintain intact Unusual Plant Assemblages such as the Greasewood hummock community, which acts as a sand dune stabilizer, east of Olancha Dunes, by ensuring access, does not fragment the core community. Post interpretive signs.
- Maintain the main access route into Sand Canyon for school bus transport of children attending the yearly Sand Canyon Environmental Education Program.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

2.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Ayers Rock	0.1%	Ayer's Rock is one of a few known pictograph sites in the Ridgecrest Field Office. In addition, eagles and other raptors perch on boulders in the area. It is a very scenic area with valuable wildlife habitat. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this BLM special status species. The ACEC is currently readily accessible by open travel routes and is a popular destination for recreationists and rock art enthusiasts. The area was classified as a VRM Class II. The objective of this class is to retain the existing character of the landscape.
Fossil Falls	1%	This area was designated for relevant wildlife values, significant prehistoric and historic cultural values, unique geological formations east of the Sierra Nevada Mountains and west of the Coso Range Volcanic Field. The current ACEC boundary includes portions of a larger Fossil Falls National Register Archaeological District. Cultural resource investigations, including excavations at the Stahl Site, have identified cultural components in excess of 10,000 years before present. The main lava flow and surrounding lava outcrops have extensive rock art, prehistoric habitation sites, and large scatters of lithic materials from the nearby Sugarloaf Obsidian Source, located on China Lake Naval Air Weapons Station. This area is included in the Mohave Ground Squirrel Conservation Area and has some desert tortoise habitat.
Olancha Greasewood	1%	To conserve this unusual plant assemblage and its associated wildlife community, as well as the cultural values of greasewood. Greasewood is a deciduous shrub growing to 00.5– 3 m tall with spiny branches and succulent leaves. Its leaves are bright green, in contrast to the grey-green color of most of the other shrubs within its range. Greasewood is a halophyte, tolerant of alkaline and saline soil conditions. Native Americans used the hard, yellow wood as firewood and ate the seeds and succulent leaves. The plant provides burrowing or resting sites for small mammals or birds.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Panamints and Argus	1%	Panamint Valley is the only remaining, large, undeveloped valleys in the Ridgecrest Field Office area. The area contains unique desert wetland communities, including mesquite bosques and freshwater & saltwater marshes. Endemic fairy shrimp occur in the lake. Panamint Lake is the remains of a terminal Pleistocene lake originally 700 feet deep. The lake contains ephemeral wetlands with perennial pools at freshwater springs located along the lake margins. It encompasses 2 major springs, Post Office Springs & Warm Sulphur Springs, which are classified as jurisdictional wetlands. In California, Utah pickleweed occurs only in this area and in adjacent DVNP. The bosques & wetlands are prime stop-over and wintering habitats for migratory birds, as well as important areas for nesting birds. The riparian areas produce insect prey for native birds, bats, reptiles, & amphibians and provide shelter to desert bighorn sheep. When filled with water, this shallow lake has outstandingly scenic reflections of the surrounding mountains. The terrestrial and aquatic natural communities provide an additional ecosystem service of carbon sequestration. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Rose Spring	1%	Designated in recognition of important and irreplaceable cultural resources. This area encompasses archaeological site CA-INY-372. It includes five recorded areas of prehistoric cultural resources, is part of a natural travel corridor with an occupational history of at least 3000 years and is within an area of sensitivity to contemporary Native Americans. It also has hydrological values as it is bisected by the Los Angeles Aqueduct system. This area also contains desert tortoise habitat. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Sand Canyon	1%	This canyon contains exceptional diversity of flora and fauna, and its scenic value attracts many visitors. One of the most diverse areas in the West Mojave for small mammals, reptiles and birds. This riparian area is an important stopover for migratory birds. A broad array of species provides some of the most prolific and consistent wildflower blooms in the California Desert. The area also contains excellent habitat for the federally and state threatened desert tortoise. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. Prehistoric and historic cultural values exist within this area. These include prehistoric habitation sites associated with the perennial water source in the canyon, and a large labor camp associated with the construction of the Los Angeles Aqueduct.
Short Canyon	1%	Rich botanical resources, unusual vegetation and diverse flora. Wildlife of special management concern includes Mohave ground squirrel, Golden eagle and Prairie falcon. Unusual riparian plant assemblages occur that are rare in the desert environment.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Sierra Canyons	1%	The Eastern front Sierra Canyons were a critical part of the Native American seasonal round. Not only did these places have necessary water in the summer, they provided access points to the hunting grounds of the Sierra Nevada crest, sacred areas associated with mountains. They also served as conduits for trade with groups over the mountains in the Central Valley and beyond to the Coast. The North and South Units of the Sierra Canyons ACEC contain many large, prehistoric National Register of Historic Places eligible properties in relatively undisturbed contexts. These sites have high densities of obsidian and other types of lithic material unparalleled in the Ridgecrest Field Office. The sites located in these canyons have the potential to answer some of the most pressing questions in California archaeology, particularly about trade, human adaptation to changing environments, and culture contact and interaction.
Trona Pinnacles	1%	This area was designated in recognition of outstanding scenic quality and unique geologic formations. It contains one of the most unusual geologic formations in the California desert consisting of over 500 spires that are the most outstanding example of tufa in North America. These rock formations were designated a National Natural Landmark.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson's bighorn sheep (*Ovis canadensis nelsoni*), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

2.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Ayers Rock	**Management Actions** • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Provide for group camping and equestrian facilities • Develop interpretive materials highlighting area values • Develop campground host program **Restrictions** • Motorized, non-motorized, non-mechanized, etc. including casual as well as permitted use • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing as long as these activities due not degrade the relevant and important values that the ACEC has been established for

ACECs	Travel Management Actions and Recreation Restrictions
Fossil Falls	**Management Actions** • Install protective vehicle barriers and closures signs • Develop foot trail • Regularly monitor trail use • Restore and rehabilitate trails as appropriate and as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Develop trails/ designate day use and camping areas • Develop interpretive materials for ACEC/ cultural resources • Develop interpretive materials for recreational opportunities, including allowable rock climbing activities and location **Restrictions** • Camping and picnicking in designated areas • Firearms prohibited • Rock climbing where impacts to cultural resources occur are minimized
Olancha Greasewood	**Management Actions** • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Identify access routes, which minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Increase information to public. • Increase compliance with resource protections • Increase information to public and increase compliance; maintain signs, vehicle barriers and kiosks **Restrictions** • Open use by vehicles would continue under the Olancha Recreational Vehicle Open Areas • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, rock hounding, astronomy/star gazing, nature study and viewing

ACECs	Travel Management Actions and Recreation Restrictions
Panamint and Argus	**Management Actions** • Routinely sign and monitor designated routes • Use designation criteria for designating routes in Mohave ground squirrel areas • Keep routes out of streams and significant riparian areas where good alternatives exist. Where routes need to cross streams and riparian areas, they will be managed appropriately to minimize impacts. • Interpret open designated vehicle routes following historic trails, such as the Escape Trail and the Nadeau Trail, through the area. Develop and manage these trails to provide for a high quality, primitive recreational experience, emphasizing scenery and historic significance. • Increase compliance with fire restrictions, camping limits, and vehicle use on the designated route system **Restrictions** • Continue and enforce vehicle closure on Panamint Dry Lake • Restrict vehicle use across the lakebed to designated routes • If public safety or resource protection warrants, impose seasonal and/or permanent restrictions on target shooting in sensitive riparian areas and where large numbers of people congregate to park or camp • Follow-through with the existing Great Fall Basin ACEC recommendation to prohibit target shooting within the original ACEC boundaries in the large wash on the approach to and at the base of the falls. This prohibition is necessary to reduce litter (particularly broken glass) and to protect public safety. • Within the original Great Falls Basin ACEC, continue hill climb reclamation, graffiti removal, camping and fire restrictions (no closer than 200 meters from a desert wildlife watering hole), and burro exclosure fences. Extend similar protections as needed to maintain visual resources, protect springs and riparian areas, and to support towhees within the expanded area in Northern Searles Valley and throughout the Argus Range.
Rose Spring	**Management Actions** • Designated routes will be signed and managed in accordance with the local TMP, as funding allows. Unauthorized routes will be rehabilitated/restored as funding allows. • Install signs for interpretation/entry/closure • Improve compliance to prevent unauthorized collecting and vandalism of cultural resources. **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP.
Sand Canyon	**Management Actions** • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC **Restrictions** • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes

ACECs	Travel Management Actions and Recreation Restrictions
Short Canyon	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC
Sierra Canyons	**Management Actions** • Sign designated routes routinely • Rehabilitate unauthorized vehicle play areas and hill climbs as funding allows, particularly where off-route vehicle use is creating problems for wildlife and visual resources • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Limit vehicles to open designated routes as per the local TMP and prevent user-created routes from developing
Trona Pinnacles	**Management Actions** • Install and maintain Highway destination signs • Designate routes for travel • Restore, rehabilitate, or otherwise block access on non-designated trails • Establish a day use area with picnic area and toilet. • Limit OHV use to designated routes • Create interpretive guide and trails • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Prohibit camping at the designated picnic area • Closed to shooting

ACECs	Travel Management Actions and Recreation Restrictions
Mohave Ground Squirrel	**Management Actions** • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Manage travel to reduce impacts to sensitive cultural resources • Identify access routes that minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes • Manage camping to minimize impacts to cultural resources **Restrictions** • Refer to the Red Mountain Special Recreation Management Area (SRMA) write-up for detailed objectives, allocations, and management direction

2.7 Restoration Priorities

- TLDs and other surface disturbances that are affecting the Trona Pinnacles National Natural Landmark and ACEC.
- Within Core Population areas of the Mohave Ground Squirrel.
- Routes that are affecting cultural sites listed on the National Register of Historic Places.
- Routes that are resulting in trespass into designated Wilderness areas and Wilderness Study Areas.
- Items that are affecting the Visual Resource Classification for an area.
- Will be further established after West Mojave Route Network is complete.

2.8 Kiosks

Currently within TMA 2 there are thirteen kiosks at major entry points and campgrounds, including:

- Off of Pinnacle Rd. and southeast of Trona Rd.
- Fossil Falls Parking Lot
- Off Fossil Falls Access Rd. and southwest of Fossil Falls Trailhead
- Fossil Falls Campground
- Intersection of 2nd LA Aqueduct and Sand Canyon Rd.
- Off of Short Canyon Rd. and west of Hwy 395
- Intersection of Los Angeles Aqueduct and Indian Wells Canyon Rd.
- South of Indian Wells Canyon Rd. and west of Manuel Canyon

- Off of Zinc Mill Rd. and southwest of Darwin Rd.
- Off of Centennial Rd. and south of Hwy 190
- Off of Hwy 190 and northeast of Hwy 395
- Off of Pinnacle Rd and northeast of Spangler Hills OHV Area
- Off of Trona Wildrose Rd. and north of Valley Wells Rd.

2.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Enjoy Your Special Resources
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Enjoy the Public Lands Responsibly (Staying on designated routes, Take only pictures, Leave it for others to discover as well)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Enjoying the outstanding Trona Pinnacles National Natural Landmark
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

2.10 Key Partnerships

a. U.S. National Park Service
b. U.S. Fish and Wildlife Service
c. U.S. Geological Survey
d. U.S. Department of Defense
e. China Lake Naval Weapons Station
f. National Fish and Wildlife Habitat Fund
g. State and county governments and agencies

h. Old Spanish Trail Association

i. Individual citizen volunteers from the communities within the boundaries of TMA 2, local, state, and national interest organizations.

j. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

2.11 Transportation and Management Issues

The following four transportation management issues in TMA 2 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchases of appropriate lands to provide for a continuous route corridor that could stretch from Ridgecrest to Olancha.
- Complete inventory and evaluation of the Nadeau Trail that is located in the North Searles subregion. This effort could allow for the possible extension of the Nadeau National Recreation Trail.
- Enhance the existing route to the Trona Pinnacles to an all-weather road so that the site remains accessible year round especially following a rainstorm.
- Harden with material such as asphalt the access road into the Fossil Falls day use picnic area, parking lot, and trailhead.

2.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

2.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

2.14 Implementation Strategy Table

Travel Management Area 2

Subregions: Darwin, Sierra, South Searles, North Searles

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 2	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0-3	4-6	7 – 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Annual Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Site-specific	Sign authorized routes to entrances to authorized use areas	Med	Site-by-site basis	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake, Inyo National Forest, and Death Valley National Park 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		

Travel Management Area 2

Subregions: Darwin, Sierra, South Searles, North Searles

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: 1. Fossil Falls Entrance and Campground Loop Roads needed 2. Trona Pinnacles access and main loop roads	Med	11000	X	X	X
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	1000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barriers and/or fencing: Owens Peak Wilderness	Med	6250	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X

Travel Management Area 2

Subregions: Darwin, Sierra, South Searles, North Searles

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel- Rails to Trails	Rights of Way	Abandoned Union Pacific railway	Pursue Rights of Way were railway crosses private property	Med	40000	X	X	X
Travel- Rails to Trails	Maintain and Improve infrastructures	Abandoned Union Pacific railway	Maintain and Improve railbed, bridges and culverts	Med	20000	X	X	X
Travel- Route Improvement	Pave the Fossil Falls Entrance Road	Site-specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	500000		X	
Travel- Route Improvement	Upgrade to an all weather road for the access route to the Trona Pinnacles	Site-specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	1 Million		X	

3.0 TMA 3

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 3, which is located within the Barstow Field Office area. TMA 3 is generally located east of Interstate 15 and south of SR 247, and continuing east and south on either side of US62 to the east and south boundaries of the West Mojave Planning Area, along Amboy Road (east) and near Sand to Snow National Monument (south). TMA 3 contains five subregions: Joshua Tree, Juniper Flats, Sand to Snow National Monument, Rattlesnake Canyon, and Wonder Valley. TMA 3 encompasses approximately 788,179 acres of BLM land.

The primary locations that are accessed within this TMA include: Sand to Snow National Monument, Pinto Mountains ACEC, Pisgah Crater, Amboy Crater, Rasor Off-highway Vehicle (OHV) Open Area, and Cady Mountain Wilderness Study Area (WSA).

3.1 Transportation System

The TMA 3 designated network limits disturbance within designated National Conservation Lands (NCL) and ACECs, and is consistent with other designated area goals and objectives while enhancing access outside of designated sensitive areas such as the Sand to Snow National Monument and the Pinto Mountains Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 3 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Joshua Tree = JT
- Juniper Flats = JF
- Sand to Snow National Monument = SA
- Rattlesnake Canyon = RC
- Wonder Valley = WV

3.2 List of Designated Areas

- Sand to Snow National Monument

- Marine Corps Air Ground Combat Center Twentynine Palms
- Big Morongo Canyon ACEC
- Carbonate Endemic Plants RNA ACEC
- Granite Mountain Wildlife Linkage ACEC
- Mojave Fringe-toed Lizard ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Pinto Mountains ACEC
- Pipes Canyon ACEC
- Santos Manuel ACEC
- Whitewater Canyon ACEC
- Pinto Lucerne Valley and Eastern Slopes NCL
- Bighorn Mountain Wilderness NLCS
- Cleghorn Wilderness NLCS
- Pinto Mountains Wilderness NLCS
- San Gorgonio Wilderness NLCS
- Pacific Crest Trail SRMA
- Sand to Snow National Monument SRMA

3.3 Planning and Decision Maps

- See Figures G-11 to G-15 in Section 14, TMA Map Figures

3.4 Travel Management Area 3 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 3 have been developed to address unique features that include:

- Provide for access to areas within Sand to Snow National Monument while ensuring protection of the Objects described in the Proclamation 9396.
- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain connectivity for local residents in rural residential areas and generally emphasize casual multiple-use motorized touring and motor-dependent activities, such as hiking, throughout the TMA.
- Restrict routes to street-legal vehicles in areas that are predominantly rural residential in character.
- Enhance the existing motorcycle network to provide better connectivity and minimize conflicts.
- Designate a non-mechanized bicycle network consisting of some of the routes being used as non-mechanized bicycle trails to reduce conflicts.
- Maintain or enhance OHV use opportunities in areas with fewer conflicts, and focus on network connectivity in other areas.
- Maintain motorized and non-motorized access to popular recreational and commercial destinations, while minimizing unauthorized use and potential impacts to sensitive resources, consistent with applicable designated area goals and plans.
- Evaluate Juniper Road as a component of a Backcountry Byway loop with Bowen Road.

- Provide access to Deep Creek and the Pacific Crest Trail from public lands via the recognized hiking trail.
- Identify, develop and provide appropriate parking at designated trailheads to access popular hiking areas.
- Minimize route impacts to the botanically sensitive Carbonate Endemics ACEC and to culturally sensitive Juniper Flats ACEC resources.
- Maintain casual-use motorized access on designated routes through wildlife corridors, while limiting permitted events to lessen seasonal impacts to migrating bighorn sheep and other wildlife.
- Install and maintain existing fencing and restrictor gates to deter illegal use off of the designated network and inappropriate types of use on the network.
- Maintain public land access through the Rattlesnake Canyon Wilderness corridor and seek an easement to secure through access across private land.
- Maintain public land access to Music Valley.
- Assess transmontane routes in the TMA to assure safe conditions and adequate drainage and erosion controls.
- Coordinate access at entry points to public lands with adjacent jurisdictions.
- Identify appropriate locations and install additional kiosks at popular entryways into the public land network.
- Identify key collector roads and maintenance needs.
- Provide mountain biking opportunities in the Prayer Mountain area.
- Provide for joint use of through-access for visitors, local residents, and property owners, when appropriate, consistent with other agencies, and state and local governments, and seek appropriate ROWs or easements on key through-access roads.
- Designate existing ROWs and easements as joint public and commercial use routes, where appropriate, consistent with other transportation system goals, route designation parameters, and special area plans, and consistent with other goals and objectives of this TMA.
- Identify and direct access for new ROWs and other authorized activities to existing corridors/routes and emphasize joint use of routes by multiple ROW holders, when reasonable. Site-specific issues would be resolved under the terms of the authorization, in consultation with the permit, easement, or ROW holder.
- Maintain limited access to commercial ranching facilities where appropriate, and install and maintain appropriate barriers or gates; these are not through routes, and would not be included in the public route network.
- Provide appropriate access to active mining claims covered by notice or plan.

3.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Big Morongo Canyon	1%	The Preserve contains six distinct plant communities supporting diverse animal and plant life. The area is considered an important Bird Area with more than 247 bird species recorded in the Preserve and with at least 72 resident breeding species. The marsh and wetlands are considered a critical water source for many species such as Desert bighorn sheep and mule deer. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. The Morongo Preserve was the site of a large (>10 acre) historic "Maringa" (Morongo) Native American Serrano permanent settlement. Present on the site are bedrock mortars, several types of ceramic wares, lithic tool stone debitage and numerous late period projectile points.
Carbonate Endemic Plants RNA	0.5%, 1%	This ACEC encompasses vital habitat for four federally listed and one unlisted narrowly endemic carbonate plant species. This ACEC also encompasses habitat for the San Diego Horned Lizard, Gray Vireo, and Bighorn Sheep. This area also functions as a primary wildlife connectivity zone.
Granite Mountain Wildlife Linkage ACEC	0.25%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.
Mojave Fringe-toed Lizard ACEC	1%	These units have active and functioning ecological processes of sand transport by flooding followed by sand sorting into smaller particle sizes and deposition onto occupied habitat by wind, and must be maintained where these processes are still present. Sand dune ecosystems, including their source sand and sand corridors, are necessary for the long-term survivorship of aeolian sand specialists, such as fringe-toed lizards and several plant species. These areas protect this limited habitat type. Protected land includes areas for source sand, wind and sand corridors, as well as the sand dune habitat and its associated shade plants. The conservation of the Mojave fringe-toed lizard requires protection of the dune, hummock, and sand sheet habitat occupied by this species as well as of the sand sources and sand transport. The Mojave Fringe-toed Lizard (*Uma scoparia*) is endemic to southern California and a small area of western Arizona, where it is restricted to aeolian sand habitats in the desert. These units represent regionally important habitat. Mojave Fringe-toed Lizards are restricted to areas with fine, aeolian sand including both large and small dunes, margins of dry lakebeds and washes, and isolated pockets against hillsides.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Old Woman Springs Wildlife Linkage ACEC	0.1%, 0.5%, 1%	Relevant biological resources include wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.
Pinto Mountains ACEC	0.5%, 1%	This area provides high density desert tortoise habitat and encompassed designated desert tortoise critical habitat (DTCH). This area provides critical tortoise habitat linkage. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, and topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Pipes Canyon ACEC	0.1%	Relevant and important resource values include prehistoric cultural resources associated with various indigenous periods. Area has numerous prehistoric resources that would meet criteria for inclusion to the National Register of Historic Places as contributing elements of an Eligible District. This area has the greatest concentration of known NRHP eligible sites within the Barstow Field Office.
Santos Manuel ACEC	0.1%	Recently an important archaeological site has been discovered in the area. The site is similar to the Topok Maze site near Needles CA and is an example of an extremely rare site type. This site meets criteria for eligibility to the National Register of Historic Places. James Ramos, Tribal Chairman from San Manuel requested of the Barstow Field Manager that this area be listed as a cultural ACEC to protect the site and cultural landscape. This area is in close proximity to the Pinto Basin that is within Joshua Tree National Park and is of great importance archaeologically to the prehistory of the area. Historically this area has many historic mining districts such as the Dale and New Dale mining districts.
Whitewater Canyon ACEC	1%	Relative riparian, wildlife, scenic and cultural values. The northern 2/3 of the ACEC is included in a wilderness area, and Whitewater Canyon is located in an ecotone where desert, mountain and coastal influences merge. These features, as well as a perennial stream running through the canyon, contribute to the area's diverse plant and animal life. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species. An historic Indian village is also located in the northern part of the ACEC, as well as other important sites to the Indian population in the area. Its scenic beauty also makes it a popular recreational area for the public.

3.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Big Morongo Canyon	**Management Actions** • Maintain ACEC values and manage as previously designated in the ACEC Plan • Install interpretive sign and kiosk inside northern boundary and at south end of canyon as funding allows • Coordinate land use programs and objectives with Nature Conservancy and San Bernardino County Regional Parks for adjacent lands **Restrictions** • Limit off-highway vehicle use to designated routes, designate mountain bike and equestrian use as per the local TMP • Camping in Big Morongo only with authorization • Discharge of firearms prohibited in Big Morongo • No pets/mountain bikes in Big Morongo • Little Morongo has open camping year round • Pets allowed in Little Morongo, but only on leash • Legal take of game with firearms allowed in Little Morongo • Equestrian users must stay on designated trails
Carbonate Endemic Plants RNA	**Management Actions** • Protect sensitive plant habitat from impacts associated with vehicle traffic • Unauthorized routes will be rehabilitated/restored as funding allows • All existing routes of travel on public lands within the ACEC would be designated as open, limited, or closed • The boundary road defining the perimeter of the ACEC is currently an open route. Most other existing routes within the ACEC are limited or closed. These internal routes cross-designated critical habitat for listed plants, but are open for limited use to allow access to claimholders, researchers, and other permitted events and activities. • Provide dispersed opportunities focusing on enjoyment of the ACEC attributes **Restrictions** • Permitted events, such as dual sport rides, can occur but would require monitoring and stipulations to avoid areas of botanical sensitivity adjacent to roads • No camping in critical habitat
Granite Mountain Wildlife Linkage	**Management Actions** • All designated routes will be signed • As funding allows, all routes identified as closed will be rehabilitated/restored • As funding allows, restore all undesignated incursions • Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs • Reduce habitat impacts associated with vehicle use **Restrictions** • Vehicle traffic is limited to designated roads and trails

ACECs	Travel Management Actions and Recreation Restrictions
Mojave Fringe-toed Lizard	**Management Actions** • Protect Mojave Fringe-toed Lizard from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert **Restrictions** • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC through the local TMP
Old Woman Springs Wildlife Linkage	**Management Actions** • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of paleontological resources **Restrictions** • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Pinto Mountains	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Install interpretive signs at access points to the ACEC • Inform the public of the importance of the ACEC • Conduct public education efforts concerning OHV use in the desert **Restrictions** • All vehicle traffic limited to designated roads and trails
Pipes Canyon	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC except to address human health and safety needs

ACECs	Travel Management Actions and Recreation Restrictions
Santos Manuel	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Vehicle traffic is limited to designated roads and trails • Designate no new routes in the ACEC
Whitewater Canyon	**Management Actions** • Provide recreation opportunities that are consistent with resource protection while minimizing effects on sensitive wildlife and plant • Create small recreation area in consultation with local landowners • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Vehicle traffic is limited to designated roads and trails

3.7 Restoration Priorities

- Transportation linear disturbances where rehabilitation would assist in directing the public away from potential safety hazards.
- The terminus of designated motorized routes leading to or ending in designated wilderness areas.
- Transportation linear disturbances that lead to illegal crossings of riparian areas.
- Three abandoned mine land features expected to be remediated in 2018.
- BAFO will develop partnerships to assist in the signing of open routes, the marking of closed routes, and restoration of closed routes in the Pinto Mountain subregion. Other subregions will be signed and marked as funds and resources become available slated for 2019 and beyond.

3.8 Kiosks

Currently, within TMA 3 there are twenty-three kiosks at major entry points and campgrounds, including:

- Off of Rattlesnake Canyon Rd. and south of Old Woman Springs Rd.
- Off of Viscera Spring Rd. and north of Burns Canyon Rd.

- Intersection of Hondo St. and Kickapoo Trail
- Intersection of Reche Rd. and Old Woman Springs Rd.
- Intersection of Amboy Rd. and Utah Trail
- Intersection of Twentynine Palms Highway and Gold Crown Rd.
- Off of Grapevine Canyon Rd. and south of Santa Rosa Rd.
- Off of Coxey Rd. and north of Oak Springs Rd.
- Intersection of Juniper Flats Rd. and Blake Rd.
- East of Coxey Rd. and west of Arrastre Falls
- Off of Coxey Rd. and northeast of Oak Springs Campground
- Off of Juniper Flats Rd. and west of Bowen Ranch Rd.
- East of Deep Creek Rd. and Arrowhead Equestrian Estates
- Arrastre Falls Kiosk east of Coxey Rd.
- South of Santa Rosa Rd. and north of Rabbit Run Wash
- West of Intersection of Lovelace Canyon Rd. and Canyon View Rd.
- East of Teton Rd. and west of Rabbit Run Wash
- Off of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Grapevine Canyon Rd. and on southern boundary of Juniper Flats subregion
- West of Coxey Rd. and south of Rabbit Run Wash
- Southeast of Bowen Ranch Camping Lot
- Arrastre Falls Trail Head
- Off of Powerline Rd. and south of Asien Rd.

3.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes
- Leave No Trace—Pack it in, Pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)

- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Please Don't Erase the Traces of America's Past
- Stay Out, Stay Alive (Mines)

3.10 Key Partnerships

a. U.S. Department of Defense
b. U.S. Fish and Wildlife Service
c. U.S. Geological Survey
d. U.S. National Forest Service
e. U.S. National Park Service
f. Marine Corps Air Ground Combat Center Twentynine Palms
g. National Fish and Wildlife Habitat Fund
h. Friends of Juniper Flats
i. Mojave Desert Land Trust
j. Transition Habitat
k. State and county governments and agencies
l. Individual citizen volunteers from the communities within the boundaries of TMA 3, local, state, and national interest organizations.
m. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

3.11 Transportation and Management Issues

The following transportation management issue in TMA 3 needs to be addressed and will be pursued as funding and other resources become available.

- Development of access management strategy adjacent to the San Bernardino National Forest area without roads in the Juniper Flats subregion.

3.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs

after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

3.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

3.14 Implementation Strategy Table

Travel Management Area 3
Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 3	Route-specific info on scheduling and completion of monitoring, rehabilitation, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of "stop signs" on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 35000 Labor 286000	X		
Travel-Signing	Designated Network Signing	West entrance of 7430	Establish trailhead marker at western entrance of 7430	Low	2500	X	X	
Travel-Signing	Designated Network Signing	Entrances of 6720 hiking trail	Establish trailhead markers at entrances of 6720 hiking trail	Low	3500	X	X	
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	7500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Conjoin of JT1994 and 6799	1. Install gate where JT1994 conjoins with 6799	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Conjoin of 653 and 4756	Install gate where 653 conjoins 4756	Med	2500	X	X	X
Travel-Staging Areas	Establish and maintain staging areas	7430, 6720 and JF4322	1. Establish trailhead at 7430 2. Establish trailhead at 6720 3. Establish trailhead at JF4322	Low	3500	X		
Travel-Staging Areas	Establish staging area	Copper Mountain and Coyote Dry Lake	Establish staging area and monitor to restrict expansion	Low	6500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		

Travel Management Area 3
Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Sand to Snow National Monument - 1 2. Rattlesnake Canyon - 1 3. Joshua Tree - 1 4. Wonder Valley - 1	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base, San Bernardino National Forest and Joshua Tree National Park 2. Designated routes that access or parallel Wilderness Areas		3500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	1500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	15000		X	X
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Designated route system	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	8500	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	75000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	TBD	X	X	X
Travel-Route Maintenance	Designated route maintenance	Routes 85110, 85091/JT1905, 85089	Maintain designated route integrity to prevent off-roading that impacts JOTR boundary	Med	2500	X	X	X

Travel Management Area 3
Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing: 1. Juniper Flats 2. Bighorn Wilderness along the Rattlesnake Canyon Road 3. Black Lava Buttes	Med	7500	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Route-Specific	Route-Specific Rehab 1. Junction of Route 85119 and unauthorized Route 85126 2. Unauthorized routes off of Route JT1905 3. Unauthorized routes off of Route 102031 4. Unauthorized routes off of Route 248 5. Unauthorized routes off of Routes 84868 and 84861/JT1959 6. Junction of Route 654 and Route 4756 7. Junction of Route 84829 and Route 4876 8. Rehab unauthorized route 85126 on line-of-sight basis at Junction with Route 85119 to prevent access to JOTR boundary 9. Rehab unauthorized route 311 on line-of-sight basis at Junction with Route FT1905 to prevent access to JOTR boundary 10. Rehab unauthorized routes (6695; 114) on line-of-sight basis that break off designated Route 102031to prevent access to JOTR boundary 11. Rehab unauthorized routes (314363; 314361; 314362) on line-of-sight basis that break off designated Route 248 prevent access to JOTR boundary 12. Rehab unauthorized routes on line-of-sight basis that break off designated Routes 84868 and 84861/JT1959 to prevent access to JOTR boundary 13. Rehab the unauthorized Route 4756 on line-of-sight basis from Route 654 14. Rehab the unauthorized Route 4876 on line-of-sight basis from Route 84829	Med	TBD	X	X	
Travel-Route Maintenance	Maintenance and monitoring of signage and restoration	Subregion-specific	Maintain existing signage and rehab any new incursions	Med	3500		X	X

Travel Management Area 3
Subregions: Juniper Flats, Rattlesnake Canyon, Sand to Snow National Monument, Joshua Tree, Wonder Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Other Management Activities								
Travel-Grazing Allotments	Reduce user conflicts	North and south side of Rattlesnake Canyon Allotment along Rattlesnake Canyon Road RC3331; Juniper Flats Rd., Bowen Ranch Rd., and Coxey Truck Trail are entrances to the Round Mountain Allotment	Strategically install and maintain "Domestic Livestock, Please Do Not Disturb" signs	Med	1000 initial installment	X	X	X
Travel-Mitigation	Reduce user conflict	Junction of JT1994 / 2105 and 6799 for Mission Mine	Install gate at junction of routes leading to Mission Mine; provide turn-around	Med	6500		X	
Travel-Mitigation	Reduce user conflict	East endpoint of Route 85447	Install barrier at end of Route 85447 to prevent access to unauthorized Route 85450 that leads to JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Reduce user conflict	Junction of 102067 and JOTR boundary	Install barrier at Junction of Route 102067 and JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Reduce user conflict	Junction of Route 607 and JOTR boundary	Install barrier at Junction of Route 607 and JOTR boundary; provide turn-around	Med	1500		X	
Travel-Mitigation	Mitigate resource impacts	Terminal end of 107127 and 107128	Install barrier at terminal end of 107127 and 107128 to reduce water impacts	Med	1500		X	
Travel-Mitigation	Mitigate resource impacts	Big Horn Mountain Cherry Stem Spring (RC2315)	Install and maintain barrier fencing and signs; provide for turn-around	Med	4000 initial installment		X	
Travel-Mitigation	Mitigate resource impacts	Upper Rattle Spring	Construct and maintain exclosure fence	Med	4000 initial installment		X	
Travel-AML Inventory	Reduce conflict with recreational use	Subregion specific by priority 1. Joshua Tree 2. Sand to Snow National Monument 3. Rattlesnake Canyon 4. Juniper Flats 5. Wonder Valley	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X

4.0 TMA 4

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 4, which is located along the western and southern borders of the Ridgecrest Field Office area. TMA 4 is generally located south of Highway 178, west of State Route 14, south of Highway 58 and southwest of Edwards Air Force Base down to the northern boundary of the Angeles National Forest. TMA 4 contains three subregions: Jawbone, Middle Knob, and Lancaster. TMA 4 encompasses approximately 1,234,703 acres of BLM land.

The primary locations that are accessed within this TMA include: Jawbone Canyon and Dove Springs Open areas, Jawbone/Butterbredt, Middle Knob and Big Rock Creek Wash ACECs, Bendire's thrasher, and Mohave Ground Squirrel Conservation Areas and Antelope Valley.

4.1 Transportation System

The TMA 4 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Fremont/Kramer and Jawbone/Butterbredt ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 4 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Jawbone = JB
- Middle Knob = MK
- Lancaster = LA

4.2 List of Designated Areas

- Big Rock Creek Wash ACEC
- Jawbone/Butterbredt ACEC
- Middle Knob ACEC
- Mohave Ground Squirrel ACEC

- West Desert and Eastern Slopes NCL
- Bright Star Wilderness NLCS
- Kiavah Wilderness NLCS
- Jawbone Canyon (OHV) Open Area
- Dove Springs (OHV) Open Area
- Jawbone SRMA
- Middle Knob SRMA
- Pacific Crest Trail SRMA

4.3 Planning and Decision Maps

- See Figures G-16 to G-20 in Section 14, TMA Map Figures

4.4 Travel Management Area 4 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 4 have been developed to address unique features that include:

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide appropriate access to areas of traditional use in the ACECs as identified by Tribes and Tribal Organizations in the consultation process.
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for management purposes.

- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, particularly within the Jawbone and Middle Knob subregions, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Maintain intact riparian habitat for the Pacific Flyway and other wildlife resources by ensuring access does not degrade the habitat.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Maintain the seasonal closure (February 1 through July 1) on the use of routes within the Robbers Roost Birds of Prey Nesting Area.
- Provide access to the Robbers Roost area for recreational opportunities such as rock climbing, picnicking, and camping outside of the seasonal closure period.
- Provide for access to and enhancement of trailheads that connect with the Pacific Crest Trail. Make trailhead access available for passenger vehicles and horse trailers. Provide appropriate parking areas at trailheads.
- Provide for access to, and enjoyment of, the Dove Springs and Jawbone Canyon OHV Open Areas.
- Provide for, manage, and maintain motorcycle (single-track) recreation opportunities within the Jawbone and Middle Knob subregions.
- Work with California State Parks, Off-Highway Motor Vehicle Recreation Division to provide a designated route network that allows access for administrative and future public use of the intermixed state-owned sections of lands within the Jawbone subregion.
- Provide access to Sequoia National Forest lands for both motorized and non-motorized recreational uses, including hunting, hiking, and OHV use.
- Protect the Big Rock Creek Wash for its purpose of acting as an alluvial sand transport path that also provides a critical wildlife linkage corridor from the valley floor to the mountains. It is also within a proposed Significant Ecological Area (Big Rock Creek SEA) designated by Los Angeles County.

4.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Big Rock Creek	0.1%	This BLM parcel is part of a proposed Significant Ecological Area (Big Rock Creek SEA) designated by Los Angeles County. Short-joint beavertail cactus is a USFWS Species of Concern that occurs here. Establishment of the Big Rock Creek Corridor is recommended in the 2006 WEMO Plan (pg. 2-17). In addition, remote sensing shows that the Big Rock Wash ecosystem is unique in the region. The red color exhibited in Landsat aerial photos indicates unique soil and vegetation characteristics. The vegetation consists of a diversity of plant species that are unusually dense and robust. This type of habitat supports a variety of wildlife species including the special status San Diego horned lizard.
Jawbone-Butterbredt	1%	Relevant wildlife habitat and Native American values. Contains some of the more productive wildlife habitat in the California Desert including an important migratory bird stopover and part of a major raptor and vulture migratory corridor. Contains yellow-eared pocket mouse, Bendire's Thrasher and Mohave ground squirrel habitat. West Mojave endemic plant Kelso Creek Monkeyflower has nearly its entire range within the ACEC Joshua tree woodland provides nesting habitat for native birds and a food source for Mohave ground squirrel. Native American heritage and religious sites present. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/ minimized climate changes) for wildlife species. Part of the Pacific Crest Trail crosses the ACEC. Sites historically used by Kawaiisu for traditional religious and secular purposes.
Middle Knob	1%	Regionally significant populations of Kern buckwheat (*Eriogonum kennedyi var. pinicola*). This area was designated to protect areas of Kern buckwheat habitat and to monitor suitable habitat for flax-like monardella (*Monardella linoides var. oblonga*). It is also designated as a Key Raptor Area. Joshua tree woodland is also present.
Middle Knob	1%	The Horse Canyon ACEC lies within an area that was a major east-west corridor for precontact Native American movement between the California desert and Great Basin regions to the coast. The area was ethnographically occupied by the Kawaiisu Tribe and informants have identified several spiritually important locations within the ACEC. It is highly likely that Tribal landscape level cultural and spiritual values are still relevant. Of the paleontological resource values known within and adjacent to the area the unique presence of the Phillips Ranch vertebrate locality provides high research potential to yield significant information on vertebrate fossils and the history of geologic/fault activity in the region. In addition to cultural and paleontological resources, seven BLM sensitive plants have been documented to occur in the area: Spanish Needle Onion (*Allium shevockii*), Palmer's mariposa lily (*Calochortus palmeri var. palmeri*), Cache Peak buckwheat (*Eriogonum kennedyi var. pinicola*), Pale-yellow layia (*Layia heterotricha*), Calico monkeyflower (*Mimulus pictus*), Spjut's bristle-moss (*Orthotrichum spjutii*), and Piute Mountains jewelflower (*Streptanthus cordatus var. piutensis*). There is currently one mining claim within the ACEC associated with the Horse Canyon agate field.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson's bighorn sheep (*Ovis canadensis nelsoni*), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

4.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Big Rock Creek Wash	**Management Actions** • Modify the WEMO Route Network if needed • Should the surrounding area become developed, BLM will need to work first on securing agency and/or public access to the site. • Consider whether the area can be managed best by developing it as a recreational use site, with some interpretative trails and focused recreational pursuits, or by maintaining it as a primitive ecological reserve. • Monitor and patrol the area and/or to developing a Friends group or an MOU with some other entity to do this important work. • Protective measures may be required in the future if use increases and/or use starts to adversely impact resources such as: fencing the perimeter of the ACEC to protect it from vehicle incursions originating outside of the ACEC, delineating parking and camping areas and developing interpretative trails. • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, astronomy/star gazing, nature study and viewing. • Note: There is one paved road across private land that accesses the area. BLM does not designate routes across private land. At this time, there is little vehicle use in the area and little to no visitor impacts. The ACEC is surrounded by private lands, but it is thought that the likelihood of these lands being developed is low. The lands are within an active floodplain and L.A. County has zoned the area for non-development **Restrictions** • No gravel mining would be allowed in this ACEC. Aggregate mining allowed with minimization measures

ACECs	Travel Management Actions and Recreation Restrictions
Jawbone Butterbredt	**Management Actions** • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Unauthorized routes will be rehabilitated/restored as funding allows • Provide routine maintenance of the designated roads and trails system including installation of routine signs, markers, culverts, ditches, water bars, barriers, gates, or cattle guards on/or adjacent to system roads and trails, as funding allows • Provide interpretive, directional, and regulatory signs and materials as necessary to provide public information and reduce impacts from recreational use **Restrictions** • Allow stopping and parking within 25 feet, and camping within 100 feet of centerline of designated routes
Middle Knob	**Management Actions** • Motorized, non-motorized, non-mechanized, etc. including casual as well as permitted use. • Protect sensitive habitat while providing visitor access • Identify access routes which minimize impact to resources. Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows. • Designatcd routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. Un-authorized routes will be rehabilitated/restored as funding allows. • Provide dispersed opportunities for enjoyment of the ACEC attributes All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing. • Increase public awareness of the values of the ACEC. • Maintain signs, vehiele barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis. • Increase compliance with resource proteetion goals. **Restrictions** • Appropriate multiple uses will be allowed, consistent with this Special Unit Management Plan and the CMAs in the LUPA. If an activity is not specifically covered by the CMAs, it will be allowed if it is consistent with the Nationally Significant Values, but prohibited if the uses conflict with those values.
Mohave Ground Squirrel	**Management Actions** • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC **Restrictions** • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes

4.7 Restoration Priorities

- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are leading to Motorized and Mechanized vehicle use of the Pacific Crest Trail.

- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

4.8 Kiosks

Currently, within TMA 4 there are twenty-seven kiosks at major entry points and campgrounds, including:

- Across from Freeman Junction/California Historical Landmark No. 766
- Intersection of California State Route 178 and Los Angeles Aqueduct Rd.
- Off of California State Route 178 and north of Freeman Canyon
- Off of Hwy 14 and south Robber's Roost Ranch
- Intersection of Hwy 14 and Horse Canyon Rd.
- Off of Horse Canyon Rd. and northwest of Sage Canyon Rd
- Off of Hwy 14 and northwest of Redrock Inyokern Rd.
- Off of Hwy 14 and north of Dove Springs Entrance
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 1
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 2
- Off of Los Angeles Aqueduct Rd. and within Jawbone OHV Area - 3
- Jawbone Canyon Store off of Hwy 14
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center - 1
- Off of Jawbone Canyon Rd. at Jawbone Visitor Center - 2
- Off of SC 175 and north of Jawbone Canyon Rd.
- Off of Jawbone Canyon Rd. and east of Gold Canyon Rd.
- Intersection of Gold Canyon Rd. and Jawbone Canyon Rd.
- Intersection of SC 251 and Gold Canyon Rd.
- Intersection of Cheyenne Rd. and Jawbone Canyon Rd.
- Intersection of Bird Spring Canyon Rd. and Kelso Valley Rd.
- Off of Kelso Valley Rd. and southeast of Old Adobe Rd.
- Off of Kelso Valley Rd. and east of Frog Spring
- Intersection of Kelso Valley Rd. and Dove Spring Canyon Rd.
- Intersection of Kelso Valley Rd. and Butterbredt Canyon Rd.

- Off of Jawbone Canyon Rd. and south of Hoffman Canyon
- Off of Los Angeles Aqueduct Rd. and west of Red Rock Canyon State Park
- Off of Hwy 14 and south of Pine Tree Canyon Rd.

4.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Take a Hike along the Pacific Crest National Scenic Trail
- Discover the Past, Protect the Futures
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

4.10 Key Partnerships

a. U.S. Department of Defense
b. U.S. Fish and Wildlife Service
c. U.S. Geological Survey
d. U.S. National Forest Service
e. U.S. National Park Service
f. Edwards Air force Base
g. National Fish and Wildlife Habitat Fund
h. State and county governments and agencies
i. Pacific Crest Trail Association
j. Individual citizen volunteers from the communities within the boundaries of TMA 4, local, state, and national interest organizations.
k. Adjacent landowners, railroads, conservation groups, Friends groups, etc.

4.11 Transportation and Management Issues

The following four transportation management issues in TMA 4 need to be addressed and will be pursued as funding and other resources become available:

- Work with California Department of Transportation to enhance and expand the entrance into the Dove Springs Open Area from CA Highway 14.
- Develop partnerships with property owners where trailhead improvements would best serve those individuals desiring to use the Pacific Crest Trail.
- Delineate camping boundaries for large group campsites within the Jawbone/Butterbredt ACEC where spill over usage is causing resource issues and non-compliance issues with the designated route system.
- Work with the Off Highway Motor Vehicle Recreation Division of CA Parks and Recreation in the development of a designated travel management system in the checker-boarded area of the Jawbone Butterbredt ACEC.

4.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

4.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

4.14 Implementation Strategy Table

Travel Management Area 4
Subregions: Jawbone, Middle Knob, Lancaster

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 4	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Edwards Air Force Base, Sequoia National Forest, Angeles National Forest and Red Rock State Park 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

Travel Management Area 4
Subregions: Jawbone, Middle Knob, Lancaster

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Dove Springs Access Road	Med	11000	x	x	x
Travel Barrier-Maintenance	Barrier Maintenance	Area-specific	Maintain barrier and/or fencing: Kiavah Wilderness Jawbone Canyon and Dove Springs Open Area's Boundary Fences	Med	6250	X	X	X
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	6000	x	x	x
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X
Travel- Route Improvement	Widen Entrance to Dove Springs Open Area for a two lane traffic pattern	Site-Specific	Conduct engineering assessment; schedule route improvement in the annual work plan	Med	200000		X	

5.0 TMA 5

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 5, which is located within the Barstow Field Office. TMA 5 is generally located north of the City of Barstow and Highway 15, east of Highway 395, and south of the National Training Center Fort Irwin. TMA 5 contains seven subregions: Cronese Lake, Calico Mountains, Coolgardie, Mitchel Mountains, Harper Lake, Black Mountain and Fremont Peak. TMA 5 encompasses approximately 811,488 acres of BLM land.

The primary locations that are accessed within this TMA includes: Soda Mountain Wilderness Study Area; Old Spanish Trail; Calico Early Man Site; Owl Canyon Campground; Rainbow Basin scenic driving loop; Black Mountain Wilderness; Harper Dry Lake day use area; Husky Memorial; and Odessa and Mule Canyons.

5.1 Transportation System

The TMA 5 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Calico Early Man Site ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public eommenters on the WMRNP Draft SEIS were considered during the development of the TMA 5 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Cronese Lake = CL
- Calico Mountains = CM
- Coolgardie = CG
- Mitchel Mountains = MM
- Harper Lake = HL
- Black Mountain = BM
- Fremont Peak = FP

5.2 List of Designated Areas

- Barstow Woolly Sunflower ACEC
- Black Mountain ACEC
- Calico Early Man Site ACEC
- Coolgardie Mesa ACEC
- Cronese Basin ACEC
- Fremont-Kramer ACEC
- Harper Dry Lake ACEC
- Parish's Phacelia ACEC
- Rainbow Basin/Owl Canyon ACEC
- Soda Mountain Expansion ACEC
- Superior-Cronese ACEC
- West Paradise ACEC
- Mojave and Silurian Valley NCL
- Western Desert and Eastern Slopes NCL
- Black Mountain Wilderness NLCS
- Rasor OHV Area
- Rasor SRMA
- Red Mountain SRMA
- Superior / Rainbow SRMA
- Soda Mountains WSA

5.3 Planning and Decision Maps

- See Figures G-21 to G-25 in Section 14, TMA Map Figures

5.4 Travel Management Area 5 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 5 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Black Mountain Wilderness, Harper Lake, and Superior-Cronese ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- All subregions encompass designated desert tortoise critical habitat, and management for this species is a high priority for this TMA.

Objectives

- Coolgardie subregion contains designated critical habitat for Lane Mountain Milk-vetch, therefore, protection from ground disturbance is a major consideration for this subregion.
- Harper Lake Well will be protected for its contributions to the local ecosystem.
- Hiking trails will be designated to allow for wildlife viewing.

- Several utility corridors (P, G, Q, D and BB) cross TMA 5. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

5.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Barstow Woolly Sunflower	0.5%	This ACEC was particularly set aside for the protection of the extremely rare and highly localized plant Barstow woolly sunflower (*Eriophyllum mohavense*). This species is under threat from motorized vehicle use and grazing, especially since it is located within the Gravel Hills Grazing Allotment, which receives ephemeral use by domestic sheep. In addition to the woolly sunflower, the ACEC contains the rare and CNPS listed Mojave spineflower, as well as the Mohave ground squirrel, desert tortoise, and chisel toothed kangaroo rat.
Black Mountain	0.5%	Relevant prehistoric and Native American values include extraordinary cultural resources including extensive assemblages of petroglyphs, lithic workshops, and locations suitable for surface occupation sites and game hunting, and a major transportation corridor used by prehistoric people. This ACEC also contains critical habitat for the desert tortoise and known occupied habitat for the Mojave ground squirrel, LeConte's thrasher, desert cymopterus and Barstow woolly sunflower.
Calico Early Man Site	NA	Relevant cultural resource values. Internationally recognized for its values to scientific research into the question of Early Man in the Western Hemisphere. Classified as a quarry, lithic workshop and possible campsite, the Site has yielded 11,400 diagnostic stone tools and flake artifacts. Listed on the National Register of Historic Places. Specifically, this ACEC serves as a research and educational site, which includes ground disturbance associated with the purpose of the ACEC.
Coolgardie Mesa	0.5%	Established to protect the extremely narrowly endemic Lane Mountain Milkvetch and Barstow Woolly-sunflower. The area also provides important wildlife connectivity.
Cronese Basin	0.5, 1%	Relevant and important resource values include prehistoric and historic cultural resources associated with various indigenous and early European occupation periods and natural resources, including wilderness characteristics, wetland values, unusual plant communities, and sensitive species. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed Desert Tortoise. Critical habitat consists of areas "on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection." The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical tortoise habitat linkage.
Harper Dry Lake	1%	Before early settlement and adjacent agricultural activities, this playa possessed a shallow water table feeding a productive meadowland habitat. At that time, surface water flowed in the Mojave River throughout the year in much of the West Mojave and spring flows were frequent. With the advent of ranching and later agriculture, much of the Harper Lake meadowland was degraded, and with additional populations and dams, Mojave River flow has been substantially reduced and flows down river of the Victor Valley area are infrequent. With the advent of larger agricultural operations in the area, runoff replenished the Harper Lake playa environs, and along with occasional natural replenishments provide poekets along a 2-mile long stretch of Harper Dry Lake playa that have become a unique lacustrine marsh oasis in the West Mojave. The importance of this area is as the most extensive area of concentrated nesting and migratory bird habitat in this portion of the West Mojave desert.
Parish's Phacelia	0.5%	Set aside solely to protect the largest known population of Parish's phacelia. This unit also overlaps a portion of the Old Spanish Trail.
Rainbow Basin/Owl Canyon	0.5%	Relevant wildlife, scenic, geological and paleontological resource values. Contains a spectacular display of colorful sedimentary rocks with geological struetures clearly exposed. The area is also important as a source of Miocene vertebrate fossils, including fossilized eamel tracks. Contains habitat for the desert tortoise, as well as two nest sites for the prairie falcon.
Soda Mountain Expansion	1%	This corridor provides important plant and wildlife connectivity between surrounding Wilderness and Wilderness Study Areas, which encompass large blocks of intact habitat. There is one known site within the Soda Mountain Expansion that meets criteria for inclusion to the National Register of Historic Places. The site is a geoglyph, which is of sacred value to Tribes.
Superior-Cronese	0.5%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.
West Paradise	0.5%	Established to protect the extremely narrowly endemic Lane Mountain Milkvetch. The area also provides important wildlife connectivity.

5.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Barstow Woolly Sunflower	**Management Actions** • Provide dispersed opportunities focused on enjoyment of the ACEC attributes • Provide for group camping and equestrian facilities **Restrictions** • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes • Restrict camping from sensitive habitat areas
Black Mountain	**Management Actions** • Protect sensitive cultural resources from human disturbance • Monitor and enforce closure of selected routes of travel • Install signs and use barriers to direct vehicle traffic away from sensitive cultural resources • Provide for dispersed opportunities while protecting relevant resources **Restrictions** • Do not establish new routes near sensitive cultural resources
Calico Early Man Site	**Management Actions** • Provide safe water supplies for hosts and visitors • Develop well, water storage, and water delivery system to supply drinking water to major facilities at the Calico Site • Protect cultural resources from human activities • Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection **Restrictions** • Prohibit firearms use, rockhounding, unauthorized camping and unauthorized OHV use within the ACEC
Coolgardie Mesa	**Management Actions** • Protect sensitive habitat from vehicle impacts • Vehicles use restricted to existing designated routes • Fencing of designated routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of sensitive species conservation • Provide dispersed opportunities that focus on enjoyment of the ACEC attributes • Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat • Focus rehabilitation of unauthorized and closed routes within desert tortoise eritical habitat **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

ACECs	Travel Management Actions and Recreation Restrictions
Cronese Basin	**Management Actions** • Protect resources from impacts associated with vehicle use • Limit motor vehicle travel to designated routes • Control vehicle access and increase BLM field presence • Post signs to implement route designations, and monitoring route use **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the DRECP and compatible with the purposes for which the ACEC was designated
Fremont-Kramer	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use designation criteria for designating routes in Mohave ground squirrel and desert tortoise habitat • Increase compliance with routes of travel and the TMP • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. • Focus rehabilitation of unauthorized and closed routes within Lane Mountain milk-vetch critical habitat • Focus rehabilitation of unauthorized and closed routes within desert tortoise critical habitat **Restrictions** • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes. • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, climbing, rock hounding, astronomy/star gazing, nature study and viewing • Within this unit, shooting is allowed only during hunting season while pursuing game or when shooting at paper targets that are transported to the shooting site and taken home after target practice

ACECs	Travel Management Actions and Recreation Restrictions
Harper Dry Lake	**Management Actions** • Prevent loss of critical marsh habitat from intensive recreation use • Increase compliance with routes of travel and/or the travel management plan **Restrictions** • Lands within 100 yds. of marsh vegetation are closed to motorized vehicles, landsailers, vehicle traffic in all other areas is restricted to designated routes of travel • Lands within 100 yds. of marsh are closed to camping
Parish's Phacelia	**Management Actions** • Protect Parish's phacelia from impacts associated with vehicle traffic • Protect habitat by restricting vehicle traffic on the dry lakebeds • Place signs around the boundary of the ACEC • Prevent the establishment of new routes • Through the local TMP process, evaluate the route network and designate or close existing routes to reduce impacts to the ACEC values • Reduce impacts of recreation on plant populations • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes • Inform the public of the importance of the ACEC • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Camping is not an allowable use
Rainbow Basin/Owl Canyon	**Management Actions** • Preservation and protection of outstanding and significant values, while allowing for public use, appreciation and study • Manage for the protection of sensitive wildlife habitat BLM Special Status Species and other species of concern • Identify and implement actions to conserve and improve habitat conditions • Protect resource values of the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated
Soda Mountain Expansion	**Management Actions** • To provide connectivity between surrounding large blocks of intact wildlife habitat • This ACEC contains existing routes and trails that provide access to the Soda Mountains WSA. This access should be considered as part of the local TMP process. **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

ACECs	Travel Management Actions and Recreation Restrictions
Superior-Cronese	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert **Restrictions** • All vehicle traffic is limited to designated roads and trails
West Paradise	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Fencing of the approved routes would be installed as necessary, with signs advising the public that the area is closed to vehicle travel because of endangered species conservation Inform the public of the importance of the ACEC • Provide dispersed opportunities focusing on enjoyment of the ACEC, with a focus on camping **Restrictions** • Appropriate multiple uses will be allowed provided they are consistent with the CMAs in the LUPA and compatible with the purposes for which the ACEC was designated

5.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkage values.
- High priority placed on route restoration efforts in the Coolgardie subregion to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for Lane Mountain Milk-vetch.
- Fremont Peak and Black Mountain subregions - THC has signed all open routes and has begun marking closed routes and restoration via OHMVR grant slated for 2015-2018.
- Begin a 3 year restoration grant in the following subregions: Coolgardie and Harper Lake. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.
- Propose another restoration grant to OHMVR from the following subregions; Mitchel Mountains, Calico Mountains, and Cronese Lake. As with the previous restoration grant, the Ground Operations grant will support the signage of all the open routes in these subregions slated for 2018 – 2021.

5.8 Kiosks

Currently, within TMA 5 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of Powerline Rd. and Alvord Mountain Rd.

- Intersection of Kramer Rd. and Powerline Rd.
- Harper Lake Wildlife Viewing Area north of Lockhart Ranch Rd.
- Next to Harper Lake off of Lockhart Ranch Rd.
- Off of Black Canyon Rd. west of Black Mountain Wilderness
- Off of Rosewood Blvd. close to Lockhart Ranch Rd.
- South of Hoffman Rd. and north of Fremont Peak Rd.
- Off of Copper City Rd. and north of Birmingham Rd.
- North of Powerline Rd. and south of Kramer Rd.
- Off of E.F. 401 and south of Hinkley Rd.
- Off of New Dixie Mine Rd. and west N. Kickapoo Trail
- Intersection of Copper City Rd. and Irwin Rd.
- Owl Canyon Campground 1
- Owl Canyon Campground 2
- Off of Fort Irwin Rd. and east of Irwin Rd.
- Intersection of Doran Scenic Dr. and Calico Rd.
- Off of Irwin Rd. and south of Fossil Bed Red
- Intersection of Meadow Grove Rd. and Fort Irwin Rd.
- Intersection of Mule Canyon Rd. and Calico Rd.
- Off of Hoffman Rd. and east of Cuddeback Campground
- West of Hwy 395 and off of Fremont Peak Rd.
- Off of Colusa Rd. and Mirage Lake Rd.
- Off of Hwy 395 and slightly north of Macon Rd.
- Intersection of 260th St. E. and Ave C.

5.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated roads and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert

- Know Where To Go (Rockhounding, Climbing, Jeeping, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

5.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Transition Habitat Conservancy
- National Training Center Fort Irwin
- National Fish and Wildlife Habitat Fund
- San Bernardino County Regional Parks (Calico Ghost Town)
- State and county governments and agencies
- Old Spanish Trail Association
- Daggett Historical Society
- Individual citizen volunteers from the communities within the boundaries of TMA 5, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

5.11 Transportation and Management Issues

The following transportation management issue in TMA 5 needs to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from Superior / Rainbow and Red Mountain SRMAs onto adjoining limited use areas.

5.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

5.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

5.14 Implementation Strategy Table

Travel Management Area 5
Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 5	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 – 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of "stop signs" on designated routes that terminate on SB County Public Works Department maintained routes)	High	Material 35000 Labor 143000	X		
Travel-Signing	Designated Network Signing	East entrances to BLM parcel T11N, 5W, Sec 14 at intersection of 122325 and 123719/123720	Sign 123719 and 123720 as closed	Med	TBD	X	X	
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	Med	7500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	Subregion specific	Sign authorized routes to entrances to authorized use areas	Med	3500	X	X	X
Travel-Authorized Use	Reduce conflict with authorized use	South terminal of 92360	Install gate at south terminal end to restrict access to authorized use route 119078	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Black Mountain – 1 2. Coolgardie – 1 3. Harper Lake – 2 4. Mitchel Mountains – 1 5. Calico Mountains – 1 6. Cronese Lake – 1	High	3500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X

Travel Management Area 5
Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Ft Irwin National Training Center and China Lake Naval Weapons Center 2. Designated routes that access or parallel Wilderness	Med	35000		X	X
Travel-Boundaries	Boundary sign installation	North terminal end of 118367 where route meets US Department of Defense boundary	Sign route as dead end to lands of other ownership	Med	TBD	X	X	
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain signs	Med	5500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	17000	X		
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	25000		X	X
Travel- Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	135000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: 1. Owl Canyon Loop and Owl Canyon Campground trails 2. Harper Lake ACEC routes and hiking trails	Med	3000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Post and cable barrier in the Lane Mountain Milkvetch ACEC	Maintain the post and cable fencing	Med	TBD	X	X	X

Travel Management Area 5
Subregions: Black Mountain, Calico Mountains, Coolgardie, Cronese Lake, Fremont Peak, Harper Lake

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance and monitoring of signage and restoration	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel-Compliance	Mitigate impacts to resources and public safety	McDonald Well	WEMO ID 119278 in vicinity of McDonald Well is prioritized for closure enforcement.	Med	TBD	X	X	X
Travel-Compliance	Mitigate impacts to resources and public safety	Williams Well	Williams Well is prioritized for closure enforcement	Med	TBD	X	X	X
Travel-AML Inventory	Reduce conflict with recreational use	Subregion-specific by priority 1. Calico Mountains 2. Fremont Peak 3. Coolgardie 4. Black Mountain 5. Mitchel Mountains 6. Cronese Lake	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel- Heritage Resources	Protect heritage resources	Designated route system	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X

6.0 TMA 6

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 6, which is located within the Barstow Field Office. TMA 6 is generally located within San Bernardino County, west of Highway 15, south of Highway 58, east of Edwards Air force Base, and north of the San Bernardino National Forest. TMA 6 contains four subregions: El Mirage, Iron Mountain, Kramer Hills, and Victorville. TMA 6 encompasses approximately 549,648 acres of BLM land.

The primary locations that are accessed within this TMA includes: El Mirage Cooperative Management Area and a segment of the Pacific Crest Trail. There is also rockhounding in the Kramer Hills Subregion.

6.1 Transportation System

The TMA 6 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Superior-Cronese and Fremont-Kramer ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 6 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Iron Mountain = IM
- Kramer Hills = KH
- El Mirage = EM
- Victorville = VV

6.2 List of Designated Areas

- Fremont-Kramer ACEC
- Superior-Cronese ACEC
- El Mirage (OHV) Area
- El Mirage SRMA

6.3 Planning and Decision Maps

- See Figures G-26 to G-30 in Section 14, TMA Map Figures

6.4 Travel Management Area 6 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 6 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Superior-Cronese ACEC, Fremont-Kramer ACEC, and El Mirage Dry Lake.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.

- Provide for high quality organized and unorganized OHV recreational opportunities.

Objectives

- Protection of desert tortoise critical habitat values in Iron Mountain, Kramer Hills, and El Mirage subregions.
- Several utility corridors (C, D. H, O, and P) cross TMA 6. Within these corridors, access routes exist to service the varied ROWs. These routes often serve as BLM designated open routes for other users. Continue to utilize existing ROW access routes by other users to minimize new routes.

6.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas "on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection." The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Superior-Cronese	0.5%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides critical tortoise habitat linkage. Relevant wildlife resource values. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat.

6.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Fremont-Kramer	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. **Restrictions** • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes
Superior-Cronese	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert **Restrictions** • All vehicle traffic is limited to designated roads and trails

6.7 Restoration Priorities

- Highest priority restoration areas are unauthorized routes in the Kramer Hills subregion due to DTCH and linkage values.
- El Mirage subregion - Open routes signed and close routes marked - Friends of El Mirage OHMVR Grant slated for 2015-2018.
- Begin a 3 year restoration grant in the following subregions: Kramer Hills and Iron Mountain. A restoration grant will fund the marking of closed routes and the corresponding 2018 Barstow Ground Operations grant will fund the signing of open routes in the same subregions slated for 2017 – 2020.

6.8 Kiosks

Currently, within TMA 6 there are four kiosks at major entry points and campgrounds, including:

- Off Helendale Rd. and south of Hwy 58
- Intersection of Smithson Rd. and Saddle Ln.
- Intersection of Mountain View Rd. and Bella Vista Dr.
- Intersection of Mountain View Rd. and Bonita Vista Dr.

6.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

6.10 Key Partnerships

- U.S. Department of Defense
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. National Park Service
- U.S. National Forest Service
- Edwards Air Force Base
- National Fish and Wildlife Habitat Fund
- Southern California Logistics Airport
- State and county governments and agencies

- Friends of El Mirage
- Los Angeles County
- San Bernardino County
- California State Parks Off-Highway Motorized Vehicle Recreation Department
- Southern California Timing Association
- Wind Wizards
- California Off-Road Vehicle Association
- Individual citizen volunteers from the communities within the boundaries of TMA 6, local, state, and national interest organizations.
- Other adjacent landowners, railroads, conservation groups, Friends groups, etc.

6.11 Transportation and Management Issues

The following transportation management issue in TMA 6 need to be addressed and will be pursued as funding and other resources become available.

- Illegal incursions from El Mirage OHV Area onto adjoining limited use areas.

6.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

6.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

6.14 Implementation Strategy Table

Travel Management Area 6
Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 6	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of "stop signs" on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	15000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	3500	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion-specific	Sign authorized routes to entrances to authorized use areas	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	6500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. Iron Mountain - 2 2. Kramer Hills - 3 3. El Mirage - 1	High	4500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Edwards Air Force Base and San Bernardino National Forest 2. El Mirage Cooperative Management Area	Med	2500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	1500		X	X

Travel Management Area 6
Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	7500	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	14500		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	5500	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	65000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the Pacific Crest Trail	Med	TBD	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing	Med	TBD	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel-Mitigation	Barrier fence	Northern boundary of El Mirage OHV Area	Install and maintain barrier fence along northern boundary of El Mirage OHV Area as appropriate	High	15000	X	X	

Travel Management Area 6
Subregions: Kramer Hills, Iron Mountain, El Mirage, Victorville

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-AML Inventory	Reduce conflict with recreational use	Subregion specific by priority 1. El Mirage 2. Kramer Hills 3. Iron Mountains 4. Victorville	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X

7.0 TMA 7

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within Travel Management Area (TMA) 7, which is located within the Ridgecrest Field Office area. TMA 7 is generally located south of the Summit Range and Garlock Road, west of the China Lake Naval Weapons Center's Echo Range, north of State Route 58, and east of State Route 14. TMA 7 contains two subregions: Rands and Red Mountain. TMA 7 encompasses approximately 640,290 acres of BLM land.

The primary locations that are accessed within this TMA includes: Desert Tortoise Research Natural Area ACEC, Cuddeback Lake, Grass Valley and Golden Valley Wilderness areas.

7.1 Transportation System

The TMA 7 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Desert Tortoise Research Natural Area ACEC and Grass Valley Wilderness. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 7 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Rands = RA
- Red Mountain = RM

7.2 List of Designated Areas

- Bedrock Springs ACEC
- Desert Tortoise Natural Research Area ACEC
- Fremont-Kramer ACEC
- Mohave Ground Squirrel ACEC
- Red Mountain Spring ACEC
- Steam Well ACEC

- Western Rand Mountains ACEC
- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- Golden Valley Wilderness NLCS
- Grass Valley Wilderness NLCS
- El Paso SRMA
- Rand Mountain SRMA
- Red Mountain SRMA

7.3 Planning and Decision Maps

- See Figures G-31 to G-35 in Section 14, TMA Map Figures

7.4 Travel Management Area 7 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 7 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Rand and Red Mountain SRMAs, Bedrock Springs ACEC, and Mojave and Silurian Valley NCL.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).

- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

Objectives

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Desert Tortoise Research Natural Area, Red Mountain Spring along with Grass and Golden Valley Wilderness areas.
- Ensure access does not conflict with critical resources such as washes in DTCH.
- Provide access to Cuddeback Lake for both motorized and non-motorized recreation uses including camping, land sailing, stargazing, photography, and OHV use. While working to ensure that cross-country use does not spill over into the limited use critical tortoise habitat.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Provide and maintain access to the Desert Tortoise Research Natural Area including the interpretive area, parking lot, nature trails, and access and perimeter roads.
- Within the Rand Mountain Fremont Valley Management area, continue to enforce the restriction on camping to the five identified sites. Additionally, maintain the areas boundary fence line that directs vehicle travel onto the designated route system of the management area.

7.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Springs	1%	This ACEC was designated due to the presence of prehistoric cultural resources including middens, petroglyphs, pictographs, rock shelters, and milling features. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Desert Tortoise Natural Research Area	0.1%	It is within the Mojave Ground Squirrel ACEC and the Fremont-Kramer ACEC. This area also contains habitat that supports additional special status species including the Barstow woolly sunflower, Burrowing Owl, Mohave Ground Squirrel, and the Desert Kit Fox. This ACEC is managed cooperatively with the Desert Tortoise Preserve Committee, Inc. They have acquired additional lands within and bordering the area as well as securing mitigation lands for Caltrans and other projects.
Fremont-Kramer	0.5%	This unit contains Desert Tortoise Critical Habitat designated by the FWS. This habitat is considered essential to the recovery of the federally listed desert tortoise. Critical habitat consists of areas "on which are found those physical or biological features (I) essential to the conservation of the species and (II) which may require special management considerations or protection." The area also encompasses essential movement corridors that link wildlife habitats in the Western Rand Mountains and Fremont Valley to the Cuddeback Lake area and to both the Golden Valley and Grass Valley Wildernesses. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. This area provides critical desert tortoise habitat linkage.
Mohave Ground Squirrel	1%	The habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson's bighorn sheep (*Ovis canadensis nelsoni*), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Red Mountain Spring	1%	This area was designated due to significant prehistoric and historic cultural, and wildlife resources. Portions of the ACEC are within the Squaw Spring Well Archaeological District, which is listed in the National Register of Historic Places. It includes 17 recorded prehistoric sites, one recorded historic site, and two sites with both. This area also falls within the Mojave Ground Squirrel and the Fremont-Kramer ACECs.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Steam Well	1%	This area was designated for significant prehistoric cultural resources. The area consists of three petroglyph sites that have been listed on the National Register of Historic Places as the Steam Well Petroglyph Site. Approximately 250 rock art elements have been identified, including those identified as curvilinear and rectilinear Great Basin Pecked style, early Coso Style sheep elements, and various other design elements of the Mojave Desert. Prehistoric artifacts associated with habitation have also been identified around the petroglyphs. This ACEC is also within the Mohave Ground Squirrel Conservation Area and is excellent habitat for this and other BLM Special Status Species.
Western Rand Mountains	0.5%	This area includes significant wildlife habitat. It historically had some of the highest desert tortoise population densities known throughout its range. The ACEC was designated minimize of conflicting surface use activitics with desert tortoise populations. It is included in the Fremont-Kramer ACEC, which is critical desert tortoise habitat, and is important habitat for the Mohave ground squirrel. It also contains habitat that supports other special status species including the burrowing owl.

7.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Management Actions and Recreation Restrictions
Bedrock Springs	**Management Actions** • Manage travel to reduce impacts to sensitive cultural resources • Designated routes will be signed and managed in accordance to the local TMP, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Identify access routes, which minimize impact to resources • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows **Restrictions** • Refer to the Red Mountain Spccial Reereation Management Area (SRMA) write-up for detailed objectives, allocations, and management
Desert Tortoise Natural Research Area	**Management Actions** • Promote hiking trails • Maintain nature trails and trail guides • Increase distribution of information to public and ensure compliance with laws and policy **Restrictions** • Restrict vehicles to parking area and the perimeter road • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes • Closed to firearms • Dogs prohibited, except on a leash in parking lot area

ACECs	Management Actions and Recreation Restrictions
Fremont-Kramer	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • Provide dispersed opportunities for enjoyment of the ACEC attributes • Through the local TMP, identify open routes and close other existing unauthorized routes • Sign designated routes routinely in accordance with the local TMP • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Maintain the current status quo with respect to the number and size of recreational vehicle campsites within the ACEC. This will require an inventory of existing campsites for number and size and regular follow-up monitoring. • Work to make sure stopping, parking and camping distance from designated routes are adhered to. As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from exceeding limits. **Restrictions** • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes
Mohave Ground Squirrel	**Management Actions** • Manage for the protection of Mojave fringe-toed lizard • Provide for general management and protection of Paleontological Resources **Restrictions** • Identify and implement actions to conserve and improve habitat conditions including the maintenance of sand transport corridors • Manage and protect fossil resources through route designation and restoration consistent with the Paleontological Resources Preservation Act
Red Mountain Spring	**Management Actions** • Limit vehicle access to appropriate route designations • Provide dispersed opportunities for enjoyment of the ACEC attributes • Increase compliance with designated routes of travel and/or TMP **Restrictions** • Prohibit motorized and non-motorized travel • Camping is prohibited

ACECs	Management Actions and Recreation Restrictions
Steam Well	**Management Actions** • Vehicle traffic is limited to designated roads and trails • Inform the public of the importance of the ACEC • Sign designated routes routinely • Restore undesignated motorcycle routes • Maintain hiking trail • All forms of casual and permitted recreational uses are allowed including but not limited to dispersed camping, hunting, photography, picnicking, astronomy/star gazing, nature study and viewing • Interpretive signs should be installed and maintained • Increase compliance with protection of resources. • Sign and fence off safety hazards – mine shaft and two abandoned wells **Restrictions** • Prohibit shooting
Western Rand Mountains	**Management Actions** • Protect sensitive habitat while providing visitor access • Limit all vehicle traffic to designated routes and trails • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Identify access routes, which minimize impact to resources • Limit vehicles to designated routes by signing, fencing, and barriers as funding allows • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase public awareness of the values of the ACEC • Increase patrols to ensure compliance **Restrictions** • Stopping and parking of motor vehicles can take place within 50 feet of either side of the centerline of designated routes, while camping is restricted to existing disturbed areas along open routes

7.7 Restoration Priorities

- TLDs and other surface disturbances that are within DTCH that are causing fragmentation of large areas quality habitat.
- Routes that are resulting in trespass into designated Wilderness Areas.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

7.8 Kiosks

Currently, within TMA 7 there are twenty-four kiosks at major entry points and campgrounds, including:

- Intersection of 395 and Fremont Peak Rd.
- Off of Sardinia Rd. and east of Trona Rd.
- Off of Trona Rd. and northeast of Hwy 395
- Off of Hwy 395 and northeast of Osdick Rd.
- Intersection of Fremont Peak Rd. and Hwy 395
- East of Hwy 395 and northeast of Hoffman Rd.
- Off of Hwy 395 and north of Redrock Randsburg Rd. - 1
- Off of Hwy 395 and north of Redrock Randsburg Rd. - 2
- Intersection of Hwy 395 and Iron-Canyon Rd. - 1
- Intersection of Hwy 395 and Iron-Canyon Rd. - 2
- Off of Hwy 395 and west of Inyokern Hwy Rd. 587
- Off of Inyokern Hwy Rd. 587 and southwest of Spangler Hills OHV Open Area
- Off of Hwy 395 and south of Searles Station Rd.
- Intersection of Redrock Randsburg Rd. and BLM Rd. R43
- Off of Redrock Randsburg Rd. and west of Randsburg - 1
- Off of Redrock Randsburg Rd. and west of Randsburg - 2
- Intersection of Redrock Randsburg Rd. and R110
- Off of R110 and south of Redrock Randsburg Rd.
- Off of R110 and west of Burma Rd.
- Intersection of R20 and Randsburg Mojave Rd.
- Intersection of Randsburg Mojave Rd. and R77
- Off of Randsburg Mojave Rd. and northeast of Norte Dame Rd.
- Northern terminal end of Piedmont St.
- Off of Goler Rd. and north of Redrock Randsburg Rd.

7.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert

- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Learn about Desert Tortoises
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

7.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- Edwards Air force Base
- National Fish and Wildlife Habitat Fund
- Old Spanish Trail Association
- State and county governments and agencies
- Desert Tortoise Preserve Council
- Friends of Jawbone
- Transition Habitat Conservancy
- Quail Forever
- Individual citizen volunteers from the communities within the boundaries of TMA 7, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

7.11 Transportation and Management Issues

The following three transportation management issues in TMA 7 need to be addressed and will be pursued as funding and other resources become available.

- Work with Kern and San Bernardino Counties to provide connectivity from private lands to the public lands surrounding the communities of Red Mountain, Randsburg, and Johannesburg.

- Work with the China Lake Naval Weapons Center to determine how the expansion of the base will affect the connectivity for the corridor route through the Grass Valley Wilderness area. If the route will dead end at a fence line not allowing for through travel, make a trailhead along the route considered for development or downgrade the corridor to a non-mechanized route of travel.
- Evaluate the potential for the development of a north to south route on the east side of Cuddeback Lake if the current designated routes are cut off or eliminated through the expansion of the China Lake Naval Weapons Center.

7.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

7.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

7.14 Implementation Strategy Table

Travel Management Area 7
Subregions: Rands, Red Mountain

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 7	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake and Edwards Air Force Base 2. Designated routes that access or parallel Wilderness	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

Travel Management Area 7
Subregions: Rands, Red Mountain

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Desert Tortoise Research Natural Area access road	Med	11000	x	x	x
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barriers and/or fencing: 1. Golden Valley Wilderness Desert Tortoise Research Natural Area 2. Rand Mountain Management Area Boundary Fence, Designated Routes R5 & R50	Med	6250	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel- AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel- Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X

8.0 TMA 8

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 8, which is located within the Barstow Field Office. TMA 8 is generally located south of Barstow and Highway 40, east of Highway 15, north of Highways 18 and 247, and west of Marine Corps Air Ground Combat Center Twentynine Palms. TMA 8 contains four subregions: Johnson Valley, Newberry/Rodman, Ord Mountain and Stoddard Valley. TMA 8 encompasses approximately 897,579 acres of BLM land.

The primary locations that are accessed within this TMA includes: Sawtooth Campground, Stoddard Valley OHV Area, Johnson Valley OHV Recreation Area, Lucerne Valley Dry Lake, Newberry Mountains Wilderness, Rodman Mountains Wilderness and Rodman Mountains Cultural Area ACEC.

8.1 Transportation System

The TMA 8 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Soggy Dry Lake Creosote Rings and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 8 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- Johnson Valley = JV
- Newberry/Rodman = NR
- Ord Mountain = OM
- Stoddard Valley = SV

8.2 List of Designated Areas

- Bendire's Thrasher ACEC
- Brisbane Valley Mojave Monkey Flower ACEC
- Daggett Ridge Monkey Flower ACEC

- Granite Mountain Wildlife Linkage ACEC
- Mojave Fishhook Cactus ACEC
- Northern Lucerne Wildlife Linkage ACEC
- Old Woman Springs Wildlife Linkage ACEC
- Ord Rodman ACEC
- Rodman Mountains Cultural Area ACEC
- Soggy Dry Lake Creosote Rings ACEC
- Upper Johnson Valley Yucca Rings ACEC
- Johnson Valley OHV Area
- Johnson Valley Shared OHV Area
- Mojave and Silurian Valley NCL
- Pinto Lucerne Valley and Eastern Slopes NCL
- South Mojave - Amboy NCL
- West Desert and Eastern Slopes NCL
- Newberry Mountains Wilderness NLCS
- Rodman Mountains Wilderness NLCS
- Stoddard/Johnson Valley SRMA

8.3 Planning and Decision Maps

- See Figures G-36 to G-40 in Section 14, TMA Map Figures

8.4 Travel Management Area 8 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 8 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.

- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to Newberry Mountains Wilderness, Rodman Mountains Wilderness, and Old Woman Springs Wildlife Linkage ACEC.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.
- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.
- Provide for high quality organized and unorganized OHV recreational opportunities.

Objectives

- Protection and enhancement of DTCH and linkages within the Ord Mountain and Newberry/Rodman subregions.
- Provide a safe, yet challenging environment for organized and unorganized OHV recreational opportunities.

8.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bendire's Thrasher	0.5%, 1%	Provides habitat for a disjunctive population of Bendire's Thrasher. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Brisbane Valley Mojave Monkey Flower	1%	The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Monkeyflower.
Daggett Ridge Monkey Flower	0.5%	The area is important for the protection of the Mojave Monkeyflower (*Mimulus mohavensis*), a BLM Sensitive Species with a highly restrictive range.
Granite Mountain Wildlife Linkage	0.25%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, and Joshua tree woodland is present, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley could merge and create a block for wildlife movement.
Mojave Fishhook Cactus	0.5%	Set aside solely to protect the Mojave fishhook cactus – yellow-spined form. The area is important for botanical resources and to protect sensitive and restrictive plant species, in particular the Mojave Fishhook Cactus. This area also has populations of Mojave menodora (*Menodora spinescens var. mohavensis*) and several wildlife species.
Northern Lucerne Wildlife Linkage	0.5%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, golden eagles, desert tortoise, prairie falcons and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area. Without this corridor, the towns of Lucerne Valley and Apple Valley will merge and create a block for wildlife movement.
Old Woman Springs Wildlife Linkage	0.1%, 0.5%, 1%	Relevant biological resources including wildlife and plant assemblages. The area is critical for bighorn sheep, Mojave fringed toed lizards, desert tortoise, burrowing owl and several other species. Additionally, numerous rare and sensitive plants have major populations here, making the area regionally significant. The area provides critical links for wildlife populations to the north and south of this linkage area.
Ord Rodman	0.5%, 1%	This area provides high density Desert tortoise habitat and encompassed designated desert tortoise critical habitat. This area provides DTCH linkage. Desert Tortoise habitat capable of sustaining viable tortoise populations and the highest value critical habitat will be protected.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Rodman Mountains Cultural Area	0.5%	Important cultural and wildlife values. Rock art sites within this area have been listed on the National Register of Historic Places as an Archaeological District. The petroglyphs are significant to the religious and spiritual concerns of Native Americans. This area is also included in the Ord-Rodman ACEC because it includes limited Desert tortoise habitat. Most of this area is within the Rodman Mountains Wilderness.
Soggy Dry Lake Creosote Rings	0.10%	This area was designated to protect an Unusual Plant Assemblage, the largest know creosote rings on public lands administered by the federal government are situated within the ACEC. The rings of creosote within the ACEC area have recently been identified as the world's oldest living plant. The uniqueness, high research value, and susceptibility to damage from intensive recreation uses are the principle reasons for its designation.
Upper Johnson Valley Yucca Rings	1%	Designated to provide protection of an Unusual Plant Assemblage, the yucca rings present within the ACEC are the largest and oldest Mojave Yucca rings known, with an estimated age up to 2,250 years. The uniqueness, high research value, and susceptibility to damage from intensive recreational uses are the principle reasons for designation.

8.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Bendire's Thrasher	**Management Actions** • Limit Vehicle use to designated roads and trail • Limit disturbance of breeding Bendire's Thrasher from vehicle traffic • Route designation conducted through the local TMP will integrate protection of Bendire's Thrasher **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Brisbane Valley Mojave Monkey Flower	**Management Actions** • Protect Mojave Monkeyflower from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Authorize no new routes in ACEC • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Daggett Ridge Monkey Flower	**Management Actions** • Protect Mojave monkeyflower from impacts associated with vehicle traffic • Limit all vehicle traffic to designated roads and trails • Authorize no new routes in ACEC • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Eliminate routes within washes, unnecessary parallel routes, and routes bisecting populations of Mojave monkeyflowers **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Granite Mountain Wildlife Linkage	**Management Actions** • Reduce habitat impacts associated with vehicle use • All designated routes will be signed • As funding allows, all routes identified as closed will be rehabilitated/restored, as funding allows, restore all undesignated OHV routes • Area would be managed within the Pacific Crest Trail and Stoddard / Johnson SRMAs **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Mojave Fishhook Cactus	**Management Actions** • Protect Mojave Monkeyflower from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Establish no new routes in ACEC • Protect plant population by designation of OHV routes through the area • Use the local TMP to identify open routes, as appropriate, consistent with the purposes of the ACEC. Close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Northern Lucerne Wildlife Linkage	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Establish no new routes in ACEC • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert • Through the local TMP process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Old Woman Springs Wildlife Linkage	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Authorize no new routes in ACEC • Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC, conduct public education efforts concerning OHV use in the desert • As funding allows, all designated routes will be signed • As funding allows, all undesignated OHV routes and routes identified as closed will be rehabilitated/restored • Install interpretive signs at access points to the ACEC **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Ord Rodman	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows • Unauthorized routes will be rehabilitated/restored as funding allows • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert, this is especially important at the interface between the ACEC and the Johnson Valley OHV Area **Restrictions** • Designate no new routes in the ACEC • Through the local TMP assess the existing route network in order to potentially designate routes through the ACEC and close routes
Rodman Mountains Cultural Area	**Management Actions** • Protect sensitive habitat from impacts associated with vehicle traffic • All vehicle traffic limited to designated roads and trails as per the local TMP • Authorize no new routes in ACEC • Through the local Travel Management Plan process, modify the route network to reflect designated routes through the ACEC and close other existing unauthorized routes • Inform the public of the importance of the ACEC • Install interpretive signs at access points to the ACEC • Conduct public education efforts concerning OHV use in the desert • Prevent impacts associated with vehicle traffic **Restrictions** • Restricted vehicle camping to within 100ft of centerline of designated routes. Competitive speed events prohibited

ACECs	Travel Management Actions and Recreation Restrictions
Soggy Dry Lake Creosote Rings	**Management Actions** • Protect creosote rings from impacts associated with vehicle traffic • Inform the public of the importance of the ACEC **Restrictions** • Closed to all vehicle use
Upper Johnson Valley Yucca Rings	**Management Actions** • Protect yucca rings from impacts associated with vehicle traffic **Restrictions** • Closed to all vehicle use

8.7 Restoration Priorities

- High priority placed on restoration of TLDs to enhance desert tortoise critical habitat values and to reduce impacts to desert tortoise linkages.
- High priority placed on route restoration efforts to enhance desert tortoise critical habitat and linkage values as well as enhance critical habitat values for cultural and biological resources.
- Provide for open route signing in the Ord Mountain subregion slated for 2018.
- 15 abandoned mine land features planned for remediation in 2018.
- Will work with Fort Irwin and leverage any funds to sign the open routes in the Newberry Rodman subregion and mark the closed routes as well slated for 2018.

8.8 Kiosks

Currently, within TMA 8 there are nineteen kiosks at major entry points and campgrounds, including:

- West of Interstate-15 and south of Boulder Road
- Northernmost east entrance to Stoddard Valley OHV Area off Hwy 247
- Northernmost west entrance to Stoddard Valley OHV Area off Interstate-15
- West-central entrance to Stoddard Valley OHV Area off Interstate-15
- East-central entrance to Stoddard Valley OHV Area off Hwy 247
- South-central entrance to Stoddard Valley OHV Area off Interstate-15
- Southeast of Sawtooth Canyon Campground
- Off Hwy 247 and northeast of Sawtooth Canyon Campground
- Intersection of Troy Rd. and Camp Rock Rd.
- Intersection of Harrod Rd. and Powerline Rd.

- Intersection of Harrod Rd. and Camp Rock Rd. and west entrance to Johnson Valley OHV Area
- South of Sawtooth Canyon Campground and north of Bighorn Buttress Trail
- North of Sawtooth Canyon Campground
- East of Aztec Spring on Ord Mountain Rd.
- West of Interstate-15 and west of Bryman Rd.
- Off of Canyon Route and south of Rodman Mountains Wilderness Area
- Southernmost entrance to Johnson Valley off Barnes Rd.
- Southcentral entrance to Johnson Valley OHV Area near Soggy Dry Lake
- Off of Camp Rock Rd. and western entrance to Johnson Valley OHV Area

8.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly—stay on designated routes and trails
- Leave No Trace—-pack it in, pack it out
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, touring, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

8.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense

- Twenty-Nine Palms Air Ground Combat Center
- National Fish and Wildlife Habitat Fund
- State and county governments and agencies
- Friends of Johnson Valley
- Friends of Giant Rock
- Johnson Valley Improvement Association
- Newberry Springs Economic Development Association
- Individual citizen volunteers from the communities within the boundaries of TMA 8, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

8.11 Transportation and Management Issues

The following transportation management issues in TMA 8 needs to be addressed and will be pursued as funding and other resources become available.

- Major incursion issues associated with proximity to the Johnson Valley OHV Area.

8.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

8.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

8.14 Implementation Strategy Table

Travel Management Area 8
Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network	TMA 8	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium or High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes (including installation of "stop signs" on designated routes that terminate on San Bernardino County Public Works Department maintained routes)	High	Material 20000 Labor 143000	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	15000	X	X	X
Travel-Signing	Reduce conflicts with authorized use	Subregion specific	Sign authorized routes to entrances to authorized use areas	Med	TBD	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	10000	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific TBD	Install kiosks (See TMP Maps): 1. Stoddard Valley - 2 2. Ord Mountain - 1 3. Newberry/Rodman - 1	High	5000	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific TBD	Maintain kiosks	High	1500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific TBD	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Twentynine Palms Marine Base and Marine Corps Logistics Base 2. Designated routes that access or parallel Wilderness 3. Stoddard and Johnson Valley OHV Open Areas	Med	3500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific TBD	Maintain boundary signs	Med	1500		X	X

Travel Management Area 8
Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	8500	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	12000		X	X
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	5500	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	70000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: 1. SV2642 (Sawtooth Campground) 2. JV4303 (Johnson Valley OHV Recreation Area) 3. Boone Road (Johnson Valley OHV Recreation Area)	Med	85000	X	X	X
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier fencing	Med	12000	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel-Mitigation	Mitigate impacts to seep	SV2630	Conduct engineering assessment; schedule route improvement in the annual work plan	High	6500	X		

Travel Management Area 8
Subregions: Johnson Valley, Newberry/Rodman, Ord Mountains, Stoddard Valley

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Grazing Allotment	Reduce user conflict	North and South side of Ord Mountain Allotment along Camprock Road	Install and maintain "Domestic Livestock, Please Do Not Disturb" signs	Med	1200	X	X	X
Travel-Network Coordination	Coordination with City of Barstow and private land owners	Establish connector route between Outlet Center and Stoddard Valley OHV Area	Work with the City of Barstow and willing private landowners to establish a connector route	Low	TBD	X	X	
Travel-AML Inventory	Reduce conflict with recreational use	Subregion-specific by priority 1. Ord Mountains 2. Johnson Valley 3. Stoddard Valley 4. Newberry/Rodman	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	TBD	X		
Travel-Heritage Resources	Protect heritage resources	Area-specific	Implement the Programmatic Agreement and Historic Properties Management Plan	High	TBD	X	X	X
Travel-Crossings	Railroad crossing	BL8685	Seek to obtain an easement from Burlington Northern Santa Fe Railroad (BNSF)	Low	TBD		X	
Travel-Recreation	Staging area	East of SV6504 and north SV6506	Establish staging area, monitor, and mitigate expansion	Low	3500	X	X	X

9.0 TMA 9

This TMP, consisting of this section and Section 1.0 Information Common to All TMAs, is an implementation level plan that addresses comprehensive travel and transportation management within TMA 9, which is located within the Ridgecrest Field Office area. TMA 9 is defined by the China Lake Naval Weapons Center on the north and east, State Route 14 on the west, and the Garlock Road and the Summit Range on the south. Include in the boundaries of TMA 9 are the two communities of Ridgecrest and Inyokern along with the El Paso and Ridgecrest subregions. TMA 9 encompasses approximately 283,241 acres of BLM land.

The primary locations that are accessed within this TMA includes the Rademacher Hills trail system, Spangler Hills Open Area, Ridgecrest Regional Wild Horse and Burro Facility, El Paso Peaks Wilderness, Burro Schmidt Tunnel, and the Benson Gulch area. TMA 9 will be utilized only if Alternative 4 is selected.

9.1 Transportation System

The TMA 9 designated network limits disturbance within designated NCLs and ACECs and is consistent with other designated area goals and objectives, while enhancing access outside of designated sensitive areas such as the Bedrock Spring and Old Woman Springs Wildlife Linkage ACECs. The recommendations of the Desert Advisory Council, the County, local communities, and public commenters on the WMRNP Draft SEIS were considered during the development of the TMA 9 network and other implementation strategies, and appropriate adjustments were made to the transportation system consistent with the design principles. Adjacent federal land managers were also consulted to coordinate access and maximize consistency across jurisdictional lines.

The network minimizes regional and site-specific issues and conflicts on public lands by avoiding high-sensitivity locations, reducing threats, and redirecting access on a route-specific basis to provide a more coherent network. The network also utilizes regional measures to minimize overall network impacts, closes routes where the network is the source of an excessive amount of ground disturbance in sensitive areas, includes site-specific minimization strategies, and includes an implementation strategy that promotes and supports active partnerships.

Subregion Signing Codes:

- El Paso = EP
- Ridgecrest = RI

9.2 List of Designated Areas

- Bedrock Spring ACEC
- Christmas Canyon ACEC
- Eagles Flyway ACEC
- El Paso to Golden Valley Wildlife Corridor ACEC
- Last Chance Canyon ACEC

- Mohave Ground Squirrel ACEC
- Spangler Hills (OHV) Open Area
- Basin and Range NCL
- Mojave and Silurian Valley NCL
- West Desert and Eastern Slopes NCL
- El Paso Mountains Wilderness NLCS
- El Paso/Rand SRMA
- Red Mountain SRMA
- Ridgecrest Wild Horse and Burro Facility

9.3 Planning and Decision Maps

- See Figures G-40 to G-45 in Section 14, TMA Map Figures

9.4 Travel Management Area 9 - Goals and Objectives

The travel management objectives for this TMA are to provide access to its natural, recreational, and historic attractions consistent with and while maintaining the resource values that draw people to the area. Specific goals and objectives for TMA 9 have been developed to address unique features that include:

Goals

- Provide for a balanced and varied combination of recreational uses, including casual use as well as those requiring a Special Recreation Permit, while minimizing damage and degradation of the natural and cultural resources of this diverse management area.
- Provide for access to the non-motorized and non-mechanized trail network for such recreational activities as mountain biking, horseback riding, running, hiking and backpacking.
- Provide access to trailheads for non-mechanized travel on such designated trails. Some examples of locations include but are not limited to El Paso Mountains Wilderness NLCS, West Desert and Eastern Slopes NCL, Spangler Hills (OHV) Open Area.
- Provide access for recreational visitation to historic mining features within the region.
- Allow for appropriate access to the ACECs within the TMA while protecting the natural and cultural resources for which each ACEC was designated.
- Allow for access to known rock hounding sites so that reasonable amounts of noncommercial rock and mineral collection can occur consistent with the goals of this plan and the rules of conduct for recreation on public lands as specified in 43 CFR 8361.1-5.

- Preserve the right of access to mineral locations under the Mining Law of 1872 and consistent with federal Surface Management regulations (43 CFR 3809).
- Provide for access to areas of scientific studies for such purposes as paleontology, seismology, and soil structure by authorized individuals.
- Provide limited access to guzzlers, range management features and improvements for both grazing and wild horse and burro management purposes.
- Coordinate with neighboring government land management agencies to provide for interconnectivity where appropriate.
- Allow for the development of larger group campsites, secondary vehicle parking sites, or trailheads in previously disturbed locations, before considering new development locations.
- Do not enhance the routes in the network upon lands that have wilderness characteristics if a decision has been made to manage the area for its wilderness characteristics.
- Provide for the access to the public lands and the connectivity with the designated travel network from the communities and cities located within the TMA boundaries.

Objectives

- Continue to implement relevant travel management elements of the Bedrock Springs, Last Chance Canyon, Eagles Flyway, El Paso to Golden Valley Wildlife Corridor Linkage, and Mohave Ground Squirrel ACEC Plans, as modified herein.
- Commercial, Competitive, and Organized Group Special Recreation Permits (SRP) are a discretionary action and will be issued on a case-by-case basis. In specially designated areas (e.g. ACECs, WSAs), SRPs could be issued for activities that do not diminish the values for which the area was designated. SRPs will be prohibited if the proposed activities would adversely affect the nationally significant ecological, cultural, or scientific values for which the area was designated.
- Where larger group campsites, secondary vehicle parking sites, or trailheads are designated work will be performed as appropriate to delineate area boundaries. These efforts may include the installation of signs, area boundary definition, and restoration outside of the designated area.
- Manage and maintain a designated mountain bicycle trail network for such recreational opportunities.
- Manage and maintain the established Rademacher Hills non-mechanized trail system and interpretive signs within the Ridgecrest subregion.
- Maintain and improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.
- Manage and maintain the designated Competitive ("C") route network north and south of the Spangler Hills OHV Open Area.

- Enhance and manage the former Union Pacific railroad bed for its recreational value as a non-motorized trail. These efforts may include the pursuit of land acquisitions or ROW as needed.

9.5 ACECs – Disturbance Caps and Relevance and Importance Criteria

ACECs	Disturbance Cap	Relevance and Importance Criteria
Bedrock Spring	1%	This ACEC was designated due to the presence of prehistoric cultural resources. Bedrock Spring is the only known spring on the north side of Lava Mountains and represented a major focus for prehistoric occupation in this area. This area is also included in the Mohave Ground Squirrel Conservation Area.
Eagles Flyway	1%	The habitat has healthy stands of Desert Needle grass and Indian Rice grass, as well as a diversity of desert shrub species. Very little disturbance has occurred here other than ephemeral sheep grazing. Views from Inyokern-Red Rock Road towards the Sierras are stunning, with little evidence of human occupancy.
El Paso to Golden Valley Wildlife Corridor	1%	This area is of local importance to the residents of the town of Ridgecrest as is evident from the request by them to separate it in the El Paso Collaborative Access Plan (CAPA). The area is avidly used for rock hounding and other various recreation activities. A variety of songbirds use the area, both during migration and as nesting habitat. Resident songbird species include loggerhead shrikes and Le Conte's thrashers. There are at least four special status bat species, including the sensitive Townsend's big-eared bat, that call this area home. Badgers and kit foxes are also found here. There are plants that are endemic to a portion of this area such as the Red Rock poppy and the Red Rock tarplant. Both of these species are afforded protection as BLM sensitive species. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.
Last Chance Canyon	1%	This area was designated in recognition of its important cultural resources. It is situated within the El Paso Mountains, surrounding the base of Black Mountain. Site types found within the district and the ACEC include: open-air campsites, extensive house ring complexes, rock shelters, lithic reduction locales, cryptocrystalline quarries, milling complexes, and petroglyphs. Archaeological materials represent aboriginal occupation of the area from the Late Pleistocene to the historic period. Anglo historic sites include mining sites and cabins dating from the late 1800s to the present. It is also included in the Mohave Ground Squirrel Conservation Area and contains desert tortoise habitat. The Red Rock Poppy and Red Rock tarplant may occur in this area.

ACECs	Disturbance Cap	Relevance and Importance Criteria
Mohave Ground Squirrel	1%	Thc habitat contains a diversity of desert shrubs that is home to many sensitive species such Nelson's bighorn shecp (*Ovis canadensis nelsoni*), bat species, and resident and migrating birds. Desert shrub communities also provide an ecosystem service of carbon sequestration important in mitigating greenhouse gas emissions and global warming. Many BLM special status plant species potentially occur here, also, such as the Mojave Tarplant. Some areas within the ACEC provide a combination of meteorological, geological, hydrological, topographical features that have been identified as important climate refugia (slow/minimized climate changes) for wildlife species.

9.6 ACECs – Travel Management Actions and Recreation Restrictions

ACECs	Travel Management Actions and Recreation Restrictions
Bedrock Spring	**Management Actions** • Manage travel to reduce impacts to sensitive cultural resources • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. • Un-authorized routes will be rehabilitated/restored as funding allows. • Identify access routes which minimize impact to resources • Limit vehieles to open designated routes by signing, feneing, and barriers as funding allows • Provide recreation opportunities that are compatible with cultural resource preservation by providing dispersed opportunities for enjoyment of the ACEC attributes • Manage camping to minimize impacts to cultural resources • Refer to the Red Mountain SRMA write-up for detailed objectives, allocations, and management direction **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Eagles Flyway	**Management Actions** • Limit vehicles to open designated routes and prevent user-created routes from developing • Sign designated routes routinely • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with routes of travel and the TMP • Area would be managed within the El Paso / Rand SRMA. Provide dispersed opportunities for enjoyment of the ACEC attributes. • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Work to make sure stopping, parking and camping distance from designated routes are adhered to • As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding **Restrictions** • Consider golden eagle nests when designating routes within the ACEC
El Paso to Golden Valley Wildlife	**Management Actions** • Limit vehicles to open designated routes and prevent user-created routes from developing • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Increase compliance with designated routes of travel and the local TMP • Area will be managed within the Paso / Rand and Red Mountain SRMA • Provide dispersed opportunities for enjoyment of the ACEC attributes • Increase compliance with routes of travel and the TMP, maintain signs, vehicle barriers and kiosks, and work with volunteers to clean-up parking and camping areas on a regular basis • Work to make sure stopping, parking and camping distance from designated routes are adhered to • As needed and funding allows the following corrective measures may be implemented: signing, delineating camping boundaries, installing vehicle barriers, and restoring areas behind signs, rocks, and barriers to stop vehicle camping use from expanding **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP

ACECs	Travel Management Actions and Recreation Restrictions
Last Chance Canyon	**Management Actions** • Limit motorized vehicle impacts • Designated routes will be signed and managed in accordance to the local Travel Management Plan, as funding allows. Un-authorized routes will be rehabilitated/restored as funding allows. • Provide dispersed recreation opportunities for enjoyment of the ACEC that are consistent with resource protection • Maintain signs, vehicle barriers and kiosks • Improve compliance with resource protections **Restrictions** • Limit off-highway vehicle use to designated routes as per the local TMP
Mohave Ground Squirrel	**Management Actions** • Provide for the use of the designated travel system to provide aecess to the public lands while protecting the significant values of the area • Designated routes will be signed and managed in accordance to the local TMP, as funding allows • Use designation criteria for designating routes in Mohave ground squirrel and Desert tortoise habitat • Un-authorized routes will be rehabilitated/restored as funding allows • Limit vehicles to open designated routes by signing, fencing, and barriers as funding allows • Increase public awareness of the values of the ACEC and provide increased patrolling **Restrictions** • Competitive motorized vehicle Special Recreation Permits (SRPs) will be limited to OHV open areas and adjoining routes designated for competitive use ("C" routes). If the route falls within the Mohave Ground Squirrel ACEC, these SRP events will only be allowed September 1st through February 28th to match the allowable season for Dual Sport Events. A post-race sweep of the route will occur immediately after the event is complete to look for and report any injured and/or killed Mohave ground squirrels.

9.7 Restoration Priorities

- Routes that are resulting in trespass into designated NLCS Wilderness Areas.
- TLDs and other surface disturbances that are within Core Population areas of the Mohave Ground Squirrel.
- Routes that are impacting cultural sites listed on the National Register of Historic Places.
- Items that are affecting the Visual Resource Management for an area.

9.8 Kiosks

Currently, within TMA 9 there are thirty-four kiosks at major entry points and campgrounds, including:

- Intersection of Last Chance Canyon Rd. and Hwy 14

- Intersection of Redrock Inyokern Rd. and Last Chance Canyon Rd.
- Off of Redrock and Inyokern Rd. and northeast of Freeman Gulch
- East of College Heights Blvd. and south of Rademacher Hills Viewshed
- Off of Sunland St. and east of E Belle Vista Ave
- Off of Sunland St. and south of Javis Ave
- Intersection of Sunland St. and E. Javis Ave.
- Off of Sunland St. and north of Javis Ave.
- Off of Javis Ave. and west of Sunland St.
- Intersection of College Heights Blvd. and W. Treat Ave.
- Intersection of Colin Rd. and California State Route 178
- Intersection of E. Javis Ave. and Lumill St.
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. - 1
- Corner of S. Gateway Blvd. and E. Belle Vista Ave. - 2
- Intersection of E. Javis Ave. and S. Gateway Blvd.
- Off of E. Javis Ave. and west of S. Forest Knoll St.
- Intersection of Stevens Mine Rd. and Trona Rd. in Spangler Hills OHV Open Area
- Intersection of Pinnacle Rd. and Trona Rd. in Spangler Hills OHV Open Area
- Off of Savoy Rd. and east of Trona Rd.
- Off of Savoy Rd. and South Spangler Hills OHV Open Area
- Intersection of Searles Station Rd. and Pinnacle Rd.
- Off of Pinnacle Rd. and north of Searles Station Rd.
- Entrance of Spangler Hills OHV Open Area and off of Hwy 395 and south of S. Tor Rd.
- Off of Hwy 395 and northeast of Garlock Rd.
- Intersection of Iron-Canyon Rd. and Garlock Rd.
- Intersection of Garlock Rd. and Charlie Rd. - 1
- Intersection of Garlock Rd. and Charlie Rd. - 2
- Intersection of Garlock Rd. and Benson Canyon Rd.
- Intersection of Redrock Randsburg Rd. and Mesquite Canyon Rd.
- Intersection of Redrock Randsburg Rd. and Last Chance Canyon Rd.
- Intersection of Hwy 14 and Last Chance Canyon Rd.
- Off of Brown Rd. and west of Hwy 395

- Intersection of S Tor Rd. and Boundary Rd.
- Off of Aqueduct Rd and north of Hwy 58

9.9 Key Messages

Key messages to communicate may include the following:

- Tread Lightly (Leave No Trace)
- Help Restore the Desert (Vegetation/Soils, Respect Closed Signs)
- Safety (Training Opportunities/Use of Vehicles/Respect Others on the Road/ Railroad Crossings)
- Discover the Desert
- Know Where to Go (Rockhounding, Climbing, Racing, Birding, etc.)
- Recreational opportunities to enjoy in the area (Climbing, hiking, OHV use, equestrian, star gazing)
- Discover the Past, Protect the Future
- Please Don't Erase the Traces of America's Past
- Respect Wildlife
- Comply with Fire Restrictions
- Stay Out, Stay Alive (Mines)

9.10 Key Partnerships

- U.S. National Park Service
- U.S. Fish and Wildlife Service
- U.S. Geological Survey
- U.S. Department of Defense
- China Lake Naval Weapons Station
- Fort Irwin National Training Center
- National Fish and Wildlife Habitat Fund
- City of Ridgecrest
- Old Spanish Trail Association
- Quail Forever
- Friends of Jawbone
- State and county governments and agencies

- Individual citizen volunteers from the communities within the boundaries of TMA 9, local, state, and national interest organizations.
- Adjacent landowners, railroads, conservation groups, Friends groups, etc.

9.11 Transportation and Management Issues

The following three transportation management issues in TMA 9 need to be addressed and will be pursued as funding and other resources become available.

- Pursue agreement with the Union Pacific Railway to relinquish the complete ROW for their former railbed to the BLM. Where the ROW crosses private property, pursue easements or purchase of appropriate lands to provide for a continuous route corridor that could reach from Ridgecrest to Olancha.
- Work with Kern County and the City of Ridgecrest to provide connectivity from private lands to the public lands surrounding the communities of Ridgecrest and Inyokern.
- Improve the access routes and signing from Highway 395, Searles Station Cut-off and the Trona Road into the Spangler Hills OHV Open Area along with parking/staging sites associated with the area.

9.12 Monitoring

The following intervals and standards for monitoring and evaluation have been set, based on the in accordance with the priorities identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol.

This does not preclude monitoring at a frequency unique to the situation, for any designated route or area undergoing active travel management. Generally, in these cases, monitoring occurs after a corrective action is taken, and remains at an elevated level for a period of months to years, depending on the situation.

9.13 Implementation Priorities

A table presenting the anticipated schedule for implementing actions described in this TMP will be developed. Note the timing of implementation of the actions listed in the table may change based on funding. The BLM will track planning and implementation progress using the travel management module in the Recreation Management Information System (RMIS).

9.14 Implementation Strategy Table

Travel Management Plan 9
Subregions: El Paso, Ridgecrest

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Management	Designated Network Database (Transportation System)	TMA 9	Route-specific info on scheduling and completion of monitoring, rehab, and maintenance actions for the routes in the network	Low Medium High	Funding Estimate	0 - 3	4 - 6	7 - 10
Signing and Education/Outreach								
Travel-Signing	Designated Network Signing	Designated route system	Sign routes	High	18750	X		
Travel-Signing	Maintenance of designated network signing	Designated route system	Maintain signs	High	7500	X	X	X
Travel-Mapping	Designated network and popular destinations maps for kiosks and distribution	Designated route system	Development of digital and hard copy maps and other materials	High	12500	X		
Travel-Mapping	Annual Reprints and Updates for Maps of the Designated network and popular destinations maps for kiosks and distribution	Designated route system	Updates and Reprints of digital and hard copy maps and other materials	High	4000	X		
Travel-Kiosks	Kiosk installation	Area-specific	Install kiosks (See TMP Maps): 1. As needed	High	2500	X	X	X
Travel-Kiosks	Kiosk maintenance	Area-specific	Maintain kiosks	High	2500	X	X	X
Travel-Boundaries	Boundary sign installation	Area-specific	Install boundary signs: 1. At BLM boundary for designated routes that access or parallel Naval Air Weapons Station China Lake and Red Rock State Park 2. Designated routes that access or parallel Wilderness 3. Spangler Hills and Dove Springs OHV Open Areas	Med	7500		X	X
Travel-Boundaries	Boundary sign maintenance	Area-specific	Maintain boundary signs	Med	2500		X	X
Monitoring								
Travel-Plan Monitoring	Designated Network Protocol Monitoring	Priority identified pursuant to January 19, 2017 Amended WEMO OHV Monitoring Protocol	Implementation of Protocol Monitoring	High	10000	X		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	Planning Area-Wide: Monitor 150 miles of designated routes randomly selected	Conduct field monitoring of 150 miles of randomly selected designated routes (e.g. condition, use, width) and incursions associated with those routes (e.g., use intensity, width, type of use, closure action)	High	10000		X	X

Travel Management Plan 9
Subregions: El Paso, Ridgecrest

Plan Outcome		Location	Projects/Management Actions/Tasks	Priority	Magnitude	Timeline (years)		
Travel-Network Compliance Monitoring	Designated Network Compliance Monitoring	TMA-wide	Use rapid-response approach first if issues arise; Schedule additional actions in the annual work plan	Med	10000	X	X	X
Enforcement								
Travel-LE Patrols	Annual law enforcement plan	Area-specific	Conduct regular patrols and visitor contacts	High	150000	X	X	X
Maintenance								
Travel-Route Maintenance	Designated recreation site access maintenance	Area-specific	Maintain the following routes to Level 3: Rademacher Hills Trailhead Access roads	Med	11000	x	x	x
Travel-Barrier Maintenance	Barrier Maintenance	Area-specific	Maintain barrier and/or fencing: Rademacher Hills Trailheads El Paso Peaks Wilderness	Med	6250	X	X	X
Rehabilitation								
Travel-Route Rehab	Rehabilitation of closed or unauthorized routes	Area-specific	1. Except as otherwise identified, restoration to be passive; documentation upon field verification that route is no longer being used/route is reclaiming; schedule additional rehabilitation actions in annual work plan consistent with rehabilitation plan 2. Use rapid-response approach first upon identification of unauthorized route creation 3. Inventory recordation and signage of unauthorized routes	High	TBD	X	X	
Travel-Maintenance of Rehab	Maintenance of rehabilitation of unauthorized routes	Subregion-specific	Use rapid-response approach to address damage to rehab sites	Med	TBD		X	X
Other Management Activities								
Travel-AML	Reduce conflict with recreational use through AML identification and remediation	Subregion-specific by priority	1. Inventory AML features adjacent to open routes 2. Identify potential hazards 3. Remediate as appropriate	Med	2500	X	X	X
Travel-Heritage Resources	Protect heritage resources	Designated Route System	Implement the Programmatic Agreement and Historic Properties Management Plan	High	43750	X	X	X
Travel-Trailhead Enhancement	Maintain and Enhance the Rademacher Hills Trail system	Designated Non-mechanized and Non-motorized trail system	1. Install and maintain barriers to prevent motorized vehicle access 2. Install Interpretive and designation type signing	Med	10000	X	X	X

10.0 List of Partnerships

Elected Officials

Senator Dianne Feinstein
Senator Kamala Harris
Congressman Paul Cook - 8th Dist
Congressman McCarthy - 23rd Dist
State Senator Shannon Grove - Dist 16
State Assemblymember Devon Mathis, District 26
State Assemblymember Jay Obernolte, District 33
State Assemblymember Vince Fong, District 34
State Assemblymember Tom Lackey, District 36
State Assemblymember Chad Mayes, District 42
State Assemblymember Eduardo Garcia, District 56
Inyo County Board of Supervisors
San Bernardino Board of Supervisors, 1st and 3rd Districts
Kern County Board of Supervisors
Riverside County Board of Supervisors

Advisory Councils

Desert Advisory Council
Desert Managers Group
Quad State County Government Coalition
San Bernardino Associated Governments

Stakeholders / Interest Groups

California Wilderness Coalition
Friends of El Mirage
Friends of Juniper Flats
Friends of Jawbone
Lucerne Valley Economic Development Assoc
City of Ridgecrest
Transition Habitat Conservancy

American Sand Association

Sierra Club

Ridgecrest Roundtable

Center for Biological Diversity

Alliance for Responsible Recreation

CORVA

AMA, District 37

Off-Road Business Association

Western San Bernardino Landowners Association

United 4-Wheel Drive Associations

Public Employees for Environmental Responsibility

Desert Tortoise Preserve Committee

Blue Ribbon Coalition

California Native Plant Society

COW

California City

State Agencies

California State Parks

California Department of Fish and Wildlife

State Lands Commission

State Historic Preservation Office

Caltrans, District 6

Caltrans, District 9

Mojave Air Resource Board

Other Federal Agencies

Inyo National Forest

Angeles National Forest

San Bernardino National Forest

Joshua Tree National Park

Mojave National Preserve

Death Valley National Park

NAWS, China Lake

Edwards Air Force Base

Twenty-Nine Palms Air Ground Combat Center

Marine Corps Logistics Base

Fort Irwin National Training Center

US Fish & Wildlife Service

Tribal Interests

Chemehuevi Reservation

Timbisha Shoshone Tribe

Bishop Paiute

Lone Pine Paiute-Shoshone

Morongo Band of Mission Indians

Twenty-Nine Palms Band of Mission Indians

Big Pine Paiute Tribe of the Owens Valley

Fort Independence Band of the Paiute Indians

San Manuel Band of Mission Indians

Soboba Band of Mission Indians

Fort Mojave Indian Tribe

Colorado River Indian Tribes

Tubatulabals of Kern Valley

11.0 Acronyms

Acronym	Meaning
ACEC	Area of Critical Environmental Concern
BLM	Bureau of Land Management
CDCA	California Desert Conservation Area
CFR	Code of Federal Regulations
DRECP	Desert Renewable Energy Conservation Plan
DTCH	Desert Tortoise Critical Habitat
GTLF	Ground Transportation Linear Feature
MFTL	Mojave fringe-toed lizard
MGS	Mohave ground squirrel
NCL	National Conservation Lands
NLCS	National Landscape Conservation System
OHV	off-highway vehicle
RNA	Research Natural Area
ROW	right-of-way grant
DSEIS	Draft Supplemental Environmental Impact Statement
SRMA	Special Recreation Management Area
SRP	Special Recreation Permit
TLD	Transportation Linear Disturbance
TMA	Travel Management Area

TMP	TMP
USFWS	US Fish and Wildlife Service
UTV	utility type vehicle
WMRNP	West Mojave Route Network Project
WSA	Wilderness Study Area

12.0 Definitions

Word	Definition
Asset classification	Identify the appropriate design and maintenance standards, which are no higher than necessary to accommodate the intended function(s) of routes. Asset classification may also be utilized to identify a desired future outcome to upgrade or downgrade a route, to reflect the route designation, to incorporate additional field information and changing maintenance needs, or to focus or reflect travel use patterns.
Ground disturbance cap	Generally, a limitation on ground-disturbing activities in California Desert National Conservation Lands and ACECs. Expressed as a percentage of total BLM-managed California Desert National Conservation Lands and/or ACEC acreage, and cumulatively considers past, present, and future (proposed activity) ground disturbance. Baseline/existing (past plus present) ground disturbance would be determined using the most current imagery and knowledge at the time of an individual activity proposal. Specifically, the ground disturbance caps will be implemented as either a limitation or an objective triggering disturbance mitigation. The ground disturbance cap is a limitation on ground-disturbing activities within the California Desert National Conservation Lands and/or ACEC, and precludes approval of future ground-disturbing activities if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is above the designated ground disturbance cap. The ground disturbance cap functions as an objective, triggering a specific disturbance mitigation requirement if the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated eap. The disturbance mitigation requirement remains in effect until the unit drops below its specified cap, at which time the disturbance cap becomes a limitation.
Ground disturbance mitigation	A discrete form of compensatory mitigation, unique to the ground disturbance cap implementation, and separate and distinct from other required mitigation in the DRECP LUPA. The disturbance mitigation requirement is triggered when the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap. The disturbance mitigation requirement remains in effect until the California Desert National Conservation Lands and/or ACEC drops below its designated cap.
Ground Transportation Linear Feature (GTLF)	A geospatial database of transportation (from motorized to foot) linear features as they exist on the ground. Features include all linear features; not just what is in the BLM transportation system.
Maintenance (of routes)	On-the ground activities that support the use of the network, and to protect natural or cultural resources found near the route.
Motor-dependent activities	Activities that require a motor vehicle to either accomplish the activity or reach the activity location.
Route designation	The route designation determines the allowable mode of transportation (motorized, non-motorized, non-mechanized) of the route.
Route segment	A portion of a route used for planning and analytical purposes. A route segment could be anywhere from a small segment of a route (<0.1 miles of a route) to an entire route.

Word	Definition
Subdesignation	The subdesignation(s), if assigned, further defines the types of vehicles and/or users that may use each route. Subdesignations include ATV/UTV, administrative, authorized/permitted, biking, competitive, designated only, equestrian, hiking, motorcycle, seasonal, and street legal only.
Transportation System	The roads, primitive roads, and trails designated as facility assets and maintained by the BLM.
WEMO ID	The unique planning number given by BLM to each speeific route or route segment. WEMO IDs have been used internally to distinguish route segment features for planning and analytical purposes.

13.0 TMA Map Figures

Figures TMA 1

G-1 – TMA 1 Alt 1
G-2 – TMA 1 Alt 2
G-3 – TMA 1 Alt 3
G-4 – TMA 1 Alt 4
G-5 – TMA 1 Alt 5

Figures TMA 2

G-6 – TMA 2 Alt 1
G-7 – TMA 2 Alt 2
G-8 – TMA 2 Alt 3
G-9 – TMA 2 Alt 4
G-10 – TMA 2 Alt 5

Figures TMA 3

G-11 – TMA 3 Alt 1
G-12 – TMA 3 Alt 2
G-13 – TMA 3 Alt 3
G-14 – TMA 3 Alt 4
G-15 – TMA 3 Alt 5

Figures TMA 4

G-16 – TMA 4 Alt 1
G-17 – TMA 4 Alt 2
G-18 – TMA 4 Alt 3
G-19 – TMA 4 Alt 4
G-20 – TMA 4 Alt 5

Figures TMA 5

G-21 – TMA 5 Alt 1
G-22 – TMA 5 Alt 2
G-23 – TMA 5 Alt 3
G-24 – TMA 5 Alt 4

G-25 – TMA 5 Alt 5

Figures TMA 6

G-26 – TMA 6 Alt 1
G-27 – TMA 6 Alt 2
G-28 – TMA 6 Alt 3
G-29 – TMA 6 Alt 4
G-30 – TMA 6 Alt 5

Figures TMA 7

G-31 – TMA 7 Alt 1
G-32 – TMA 7 Alt 2
G-33 – TMA 7 Alt 3
G-34 – TMA 7 Alt 4
G-35 – TMA 7 Alt 5

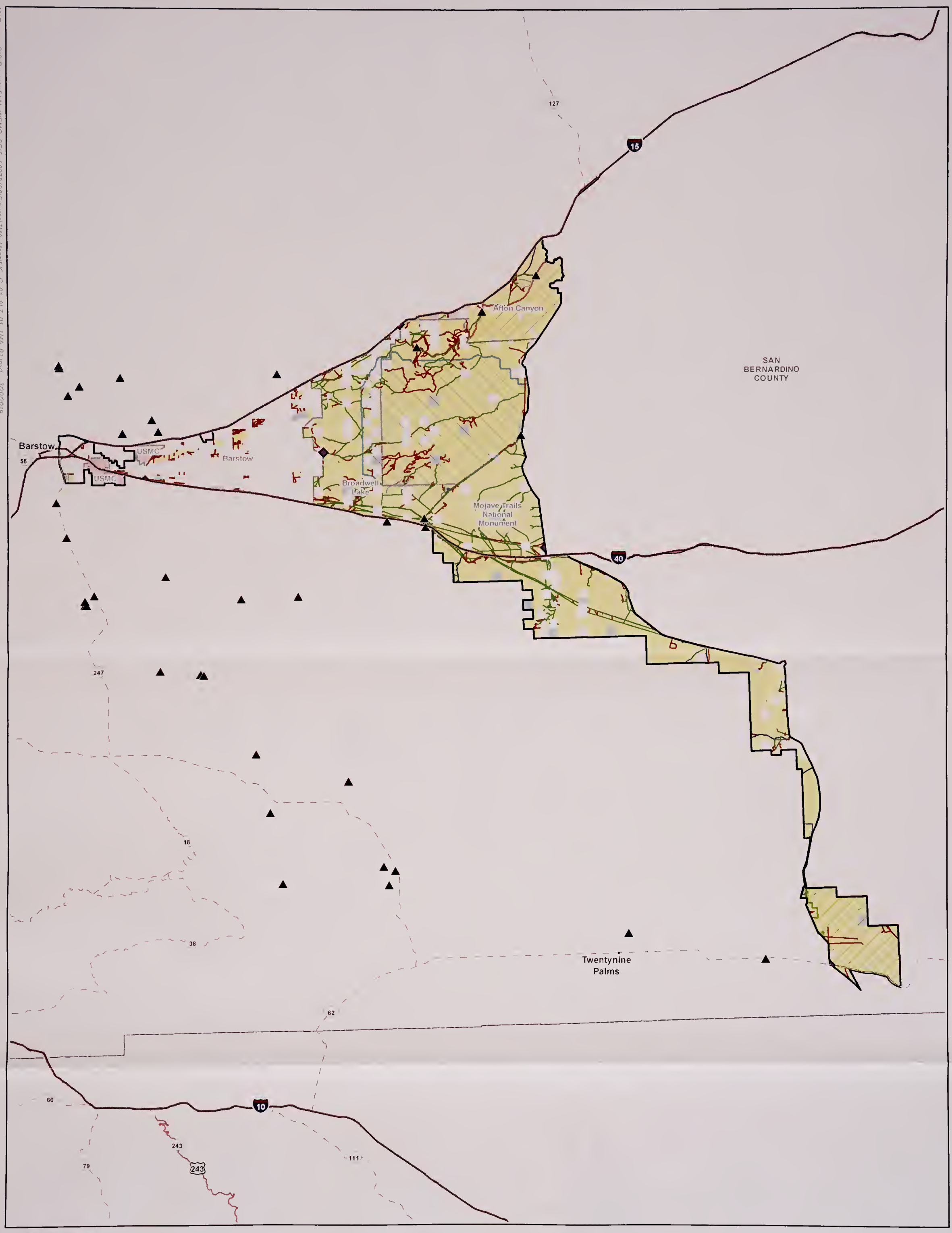
Figures TMA 8

G-36 – TMA 8 Alt 1
G-37 – TMA 8 Alt 2
G-38 – TMA 8 Alt 3
G-39 – TMA 8 Alt 4
G-40 – TMA 8 Alt 5

Figures TMA 9

G-41 – TMA 9 Alt 1
G-42 – TMA 9 Alt 2
G-43 – TMA 9 Alt 3
G-44 – TMA 9 Alt 4
G-45 – TMA 9 Alt 5

Western Mojave Supplemental EIS
Figure G-1 - TMA 1 Alternative 1 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

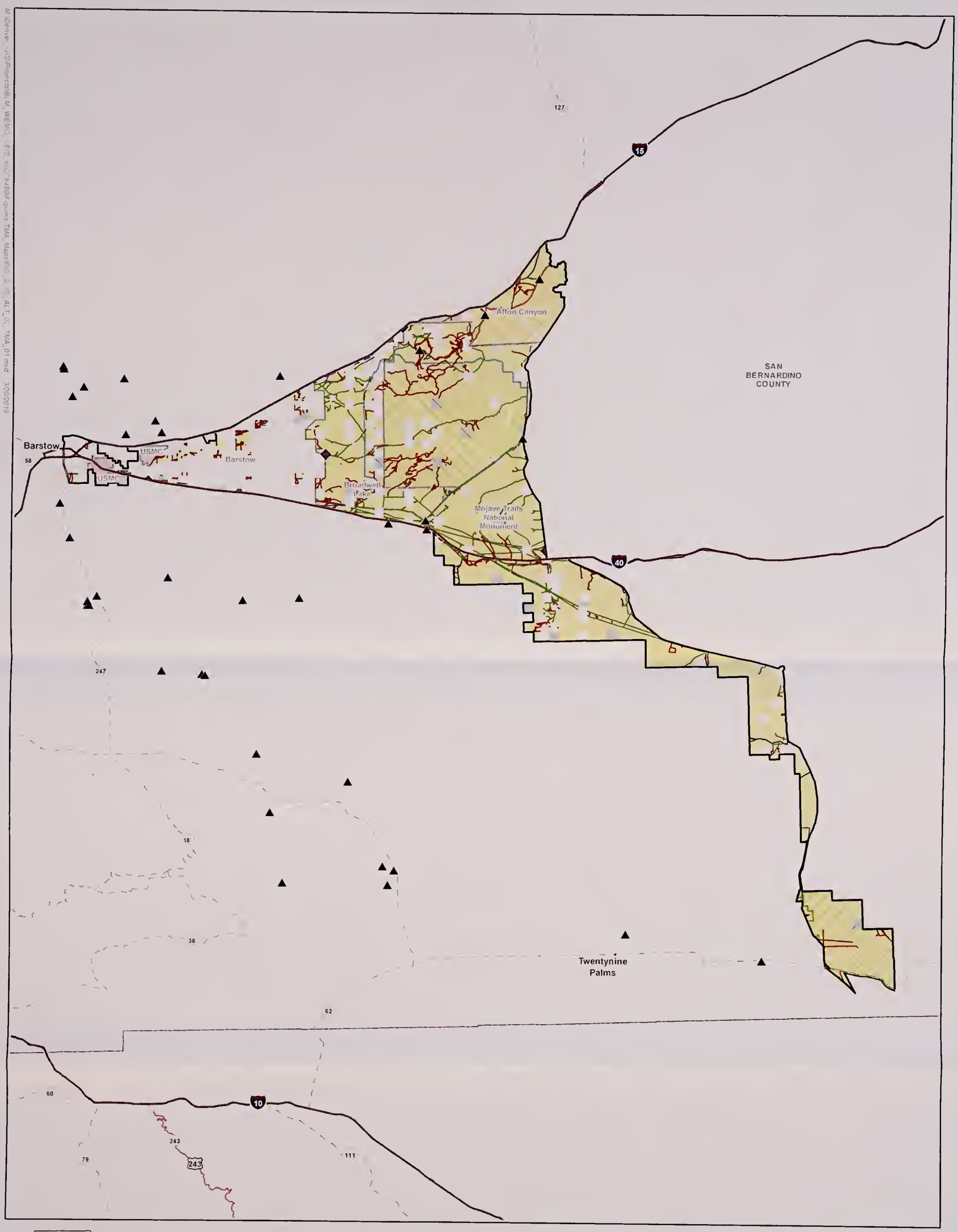
N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-2 - TMA 1 Alternative 2 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-3 - TMA 1 Alternative 3 - 2019 West Mojave Route Network

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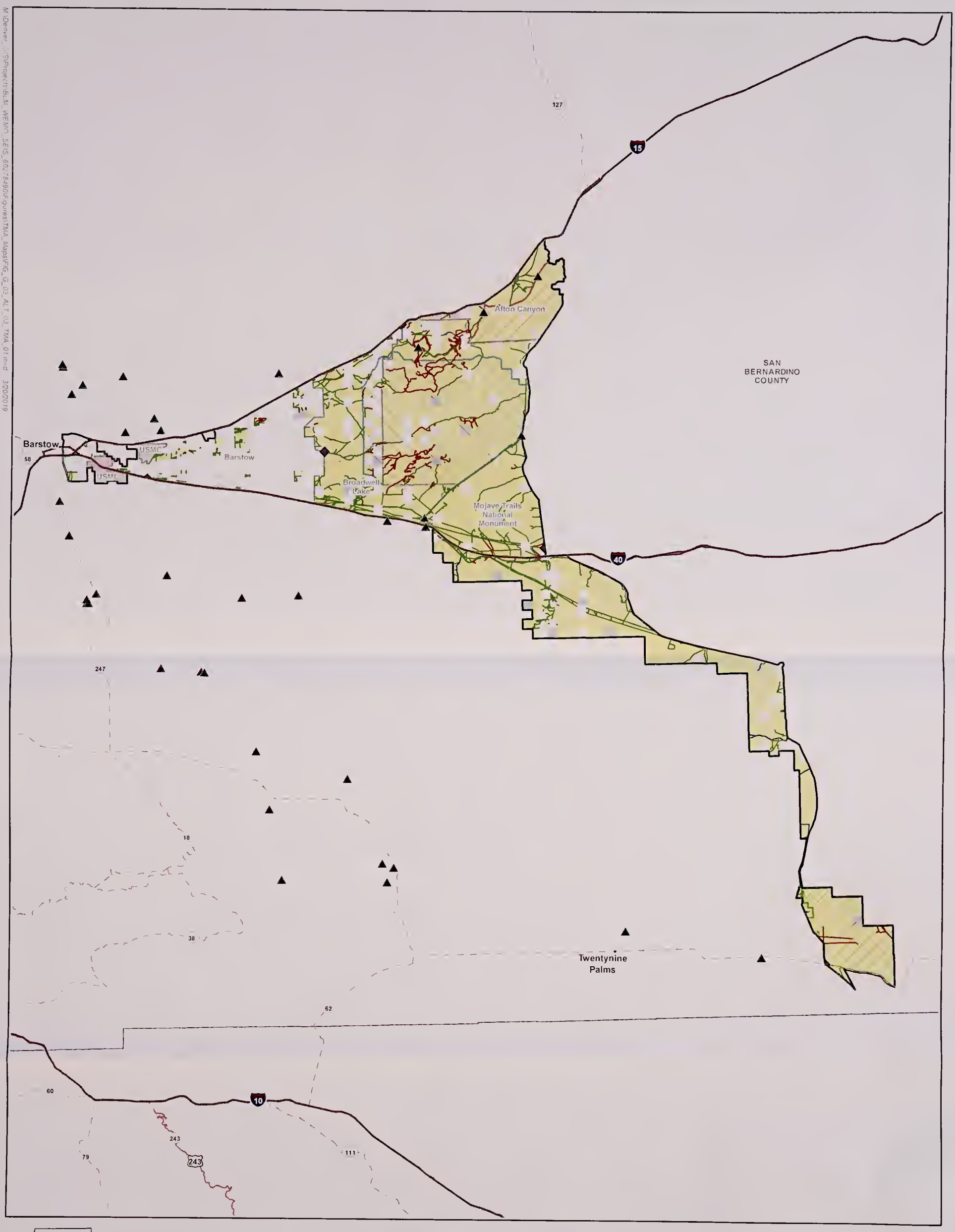

Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-4 - TMA 1 Alternative 4 - 2019 West Mojave Route Network

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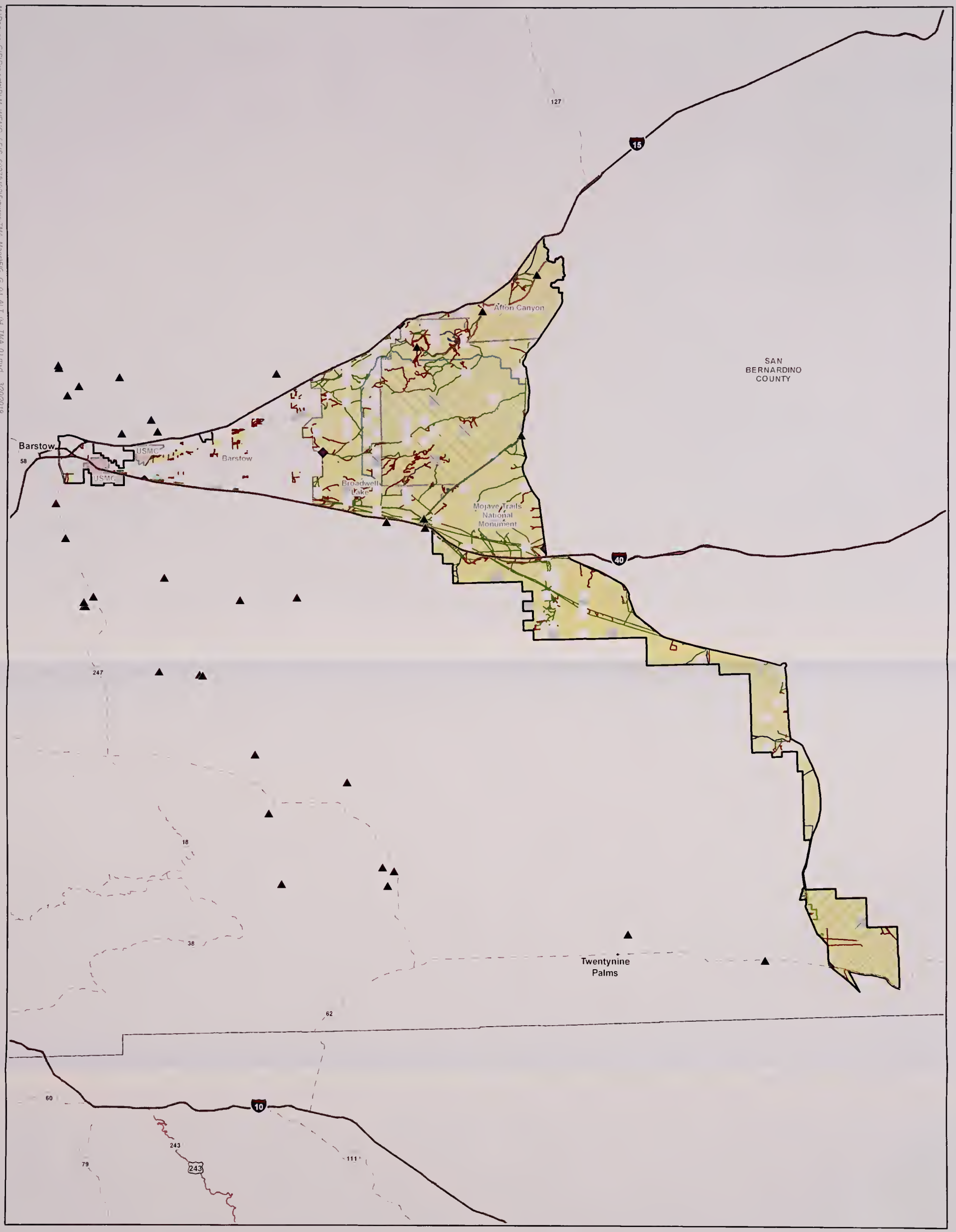


Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Seasonal
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

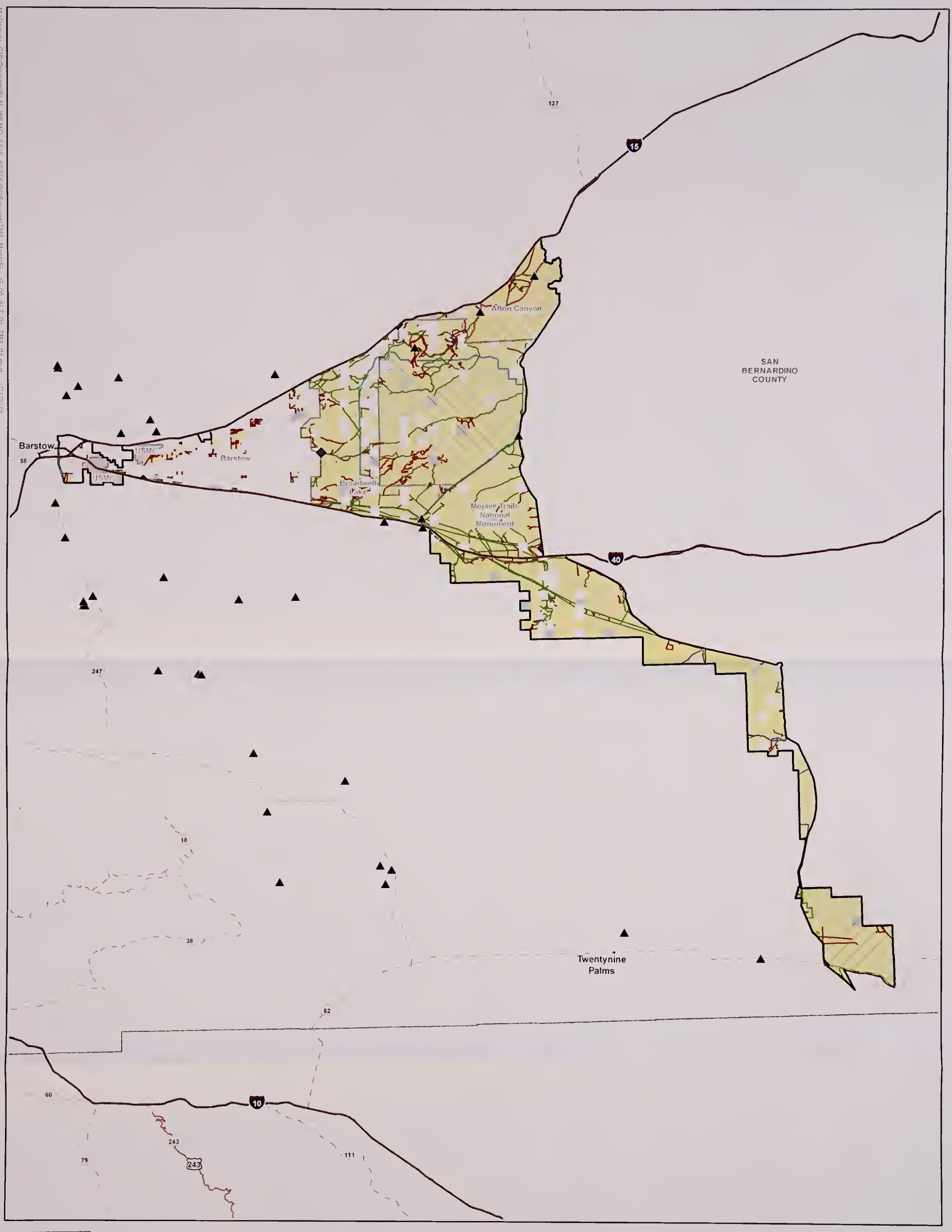
N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-5 - TMA 1 Alternative 5 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- National Park Service
- State

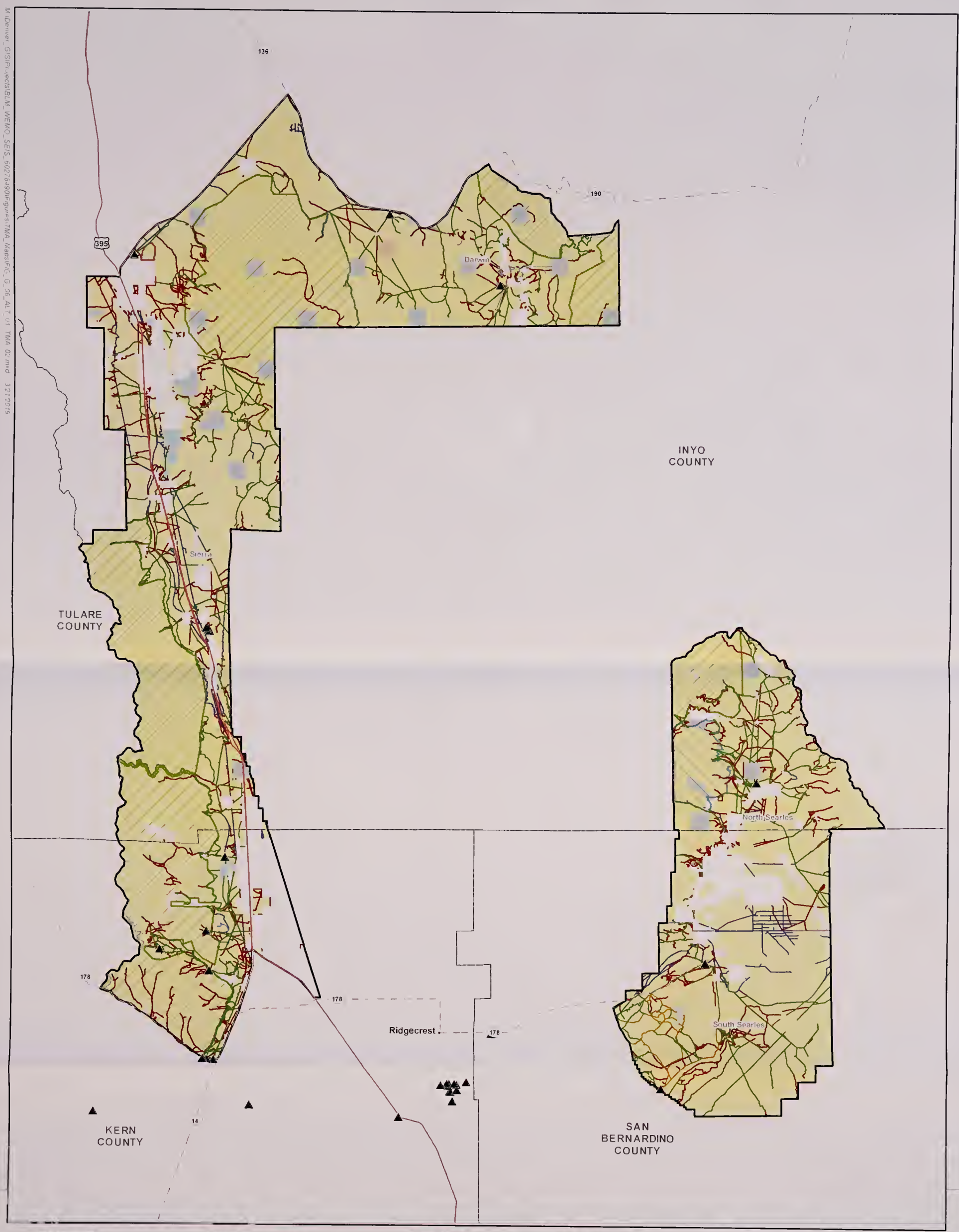
N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-6 - TMA 2 Alternative 1 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

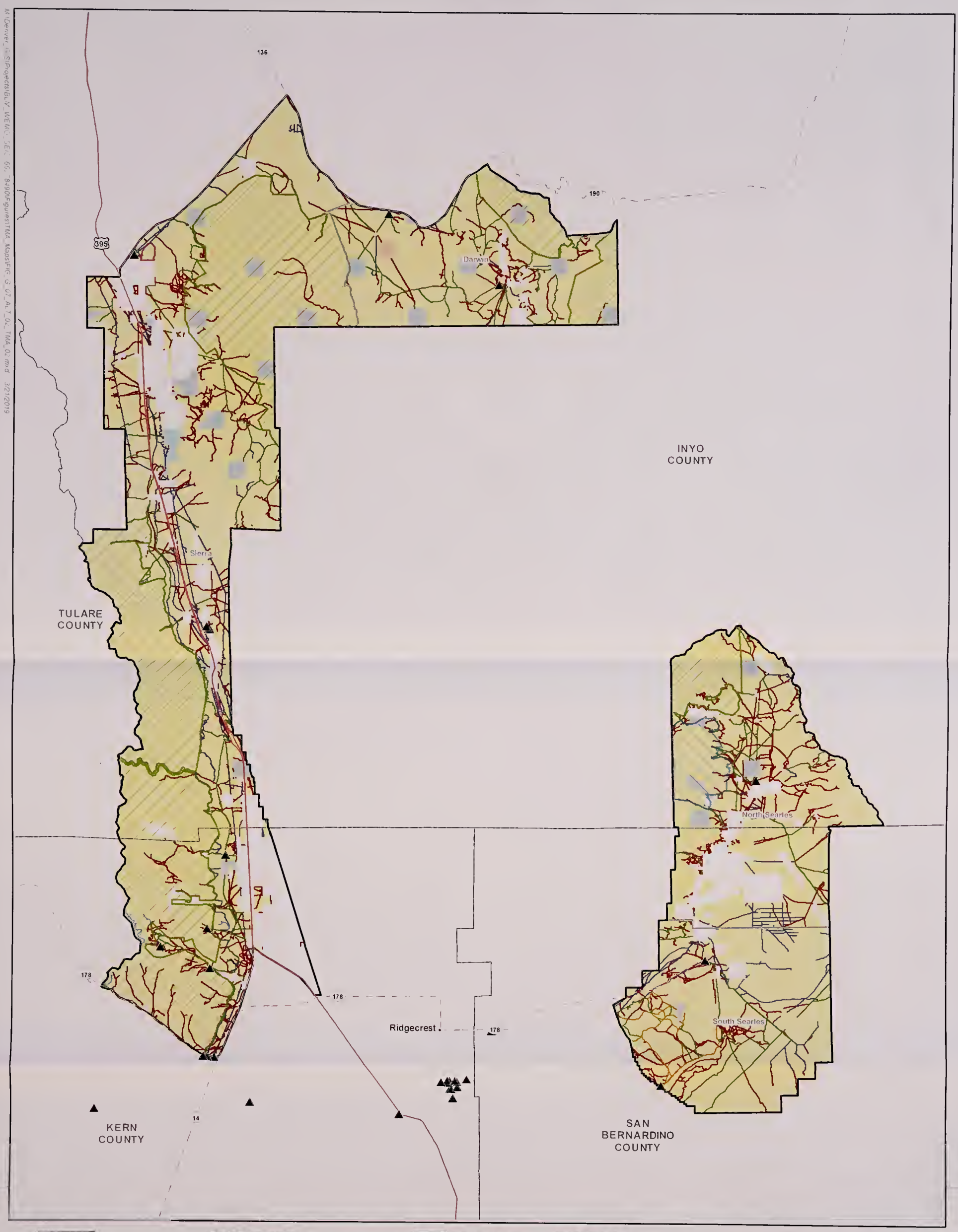
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-7 - TMA 2 Alternative 2 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

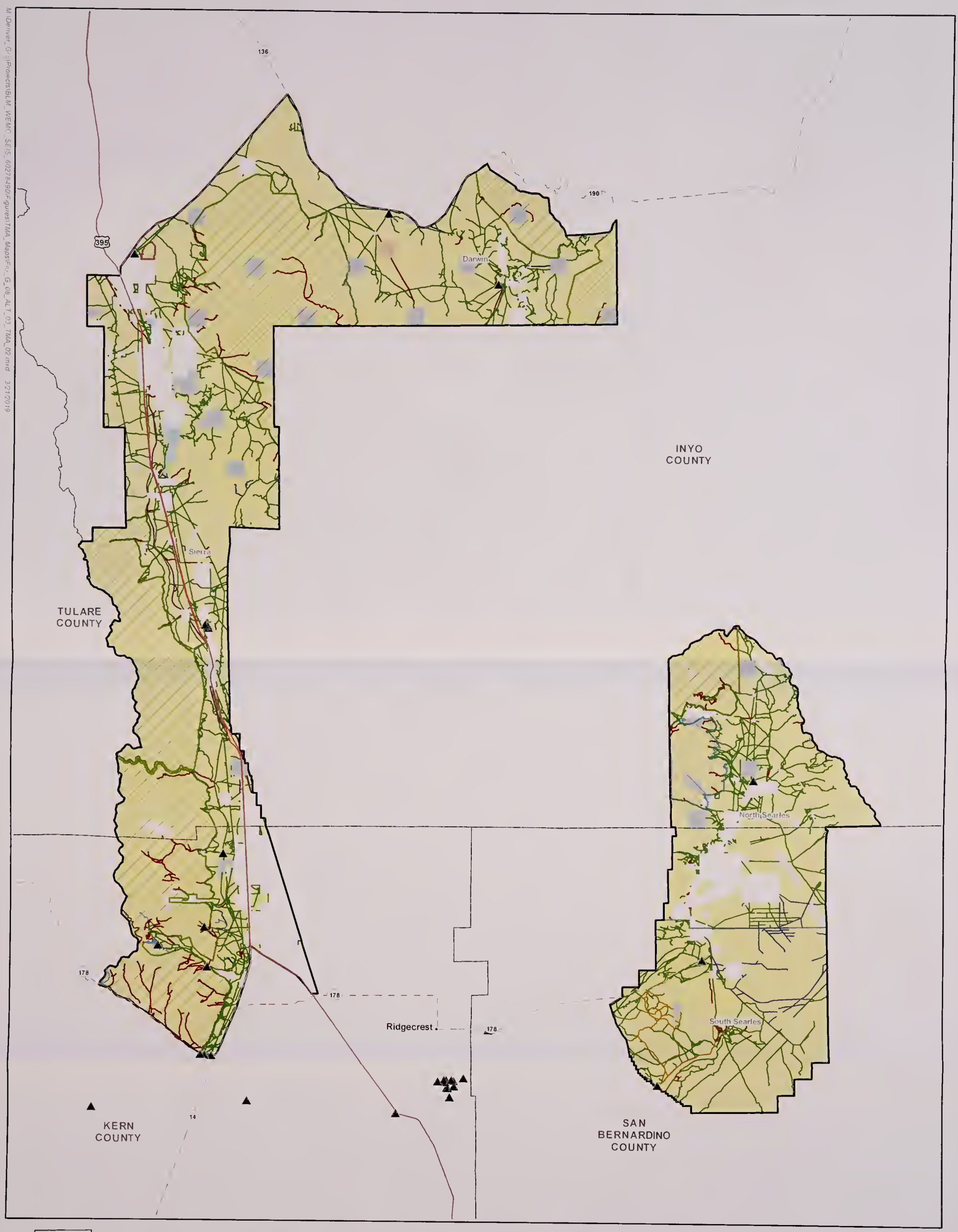
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-8 - TMA 2 Alternative 3 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, Equestrian
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

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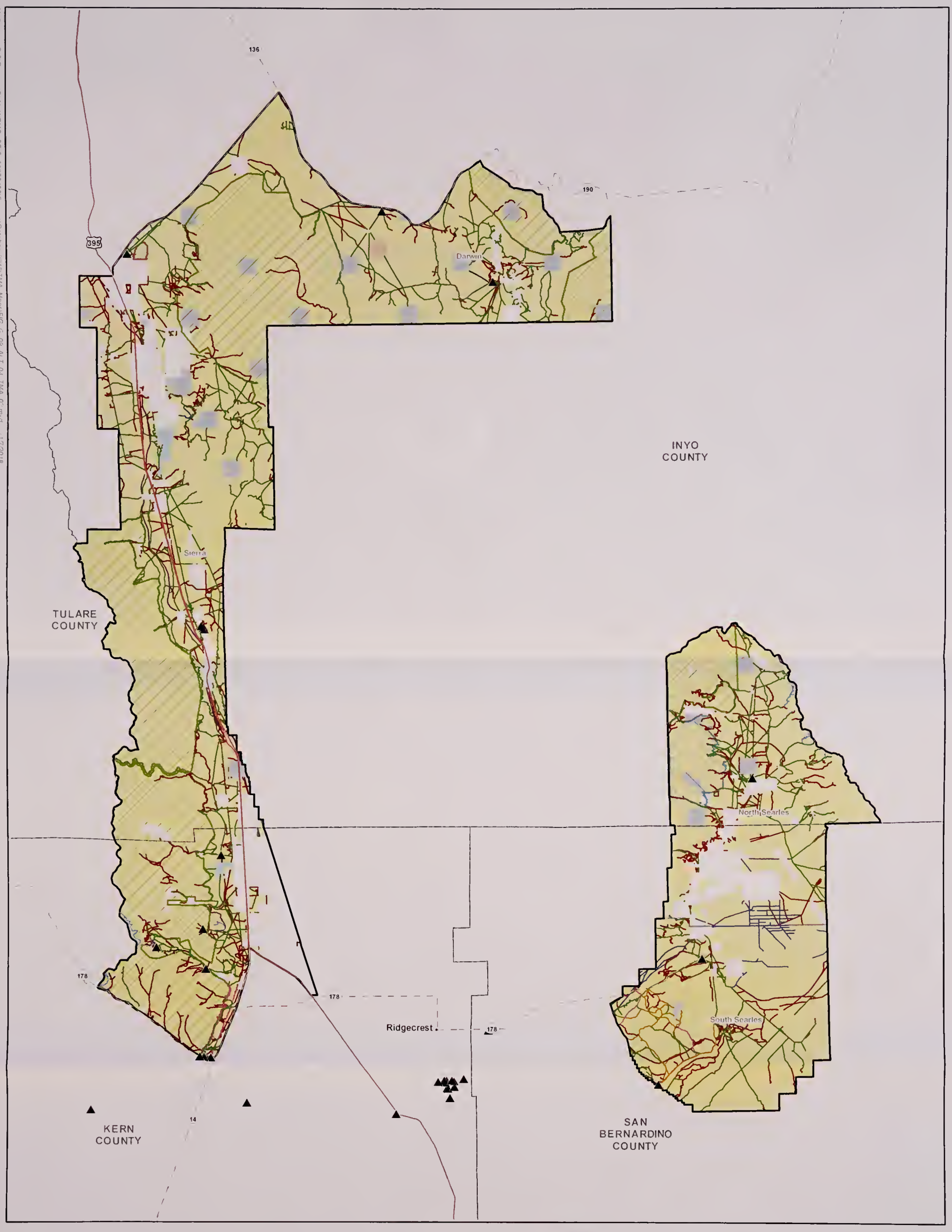
Western Mojave Supplemental EIS
Figure G-9 - TMA 2 Alternative 4 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

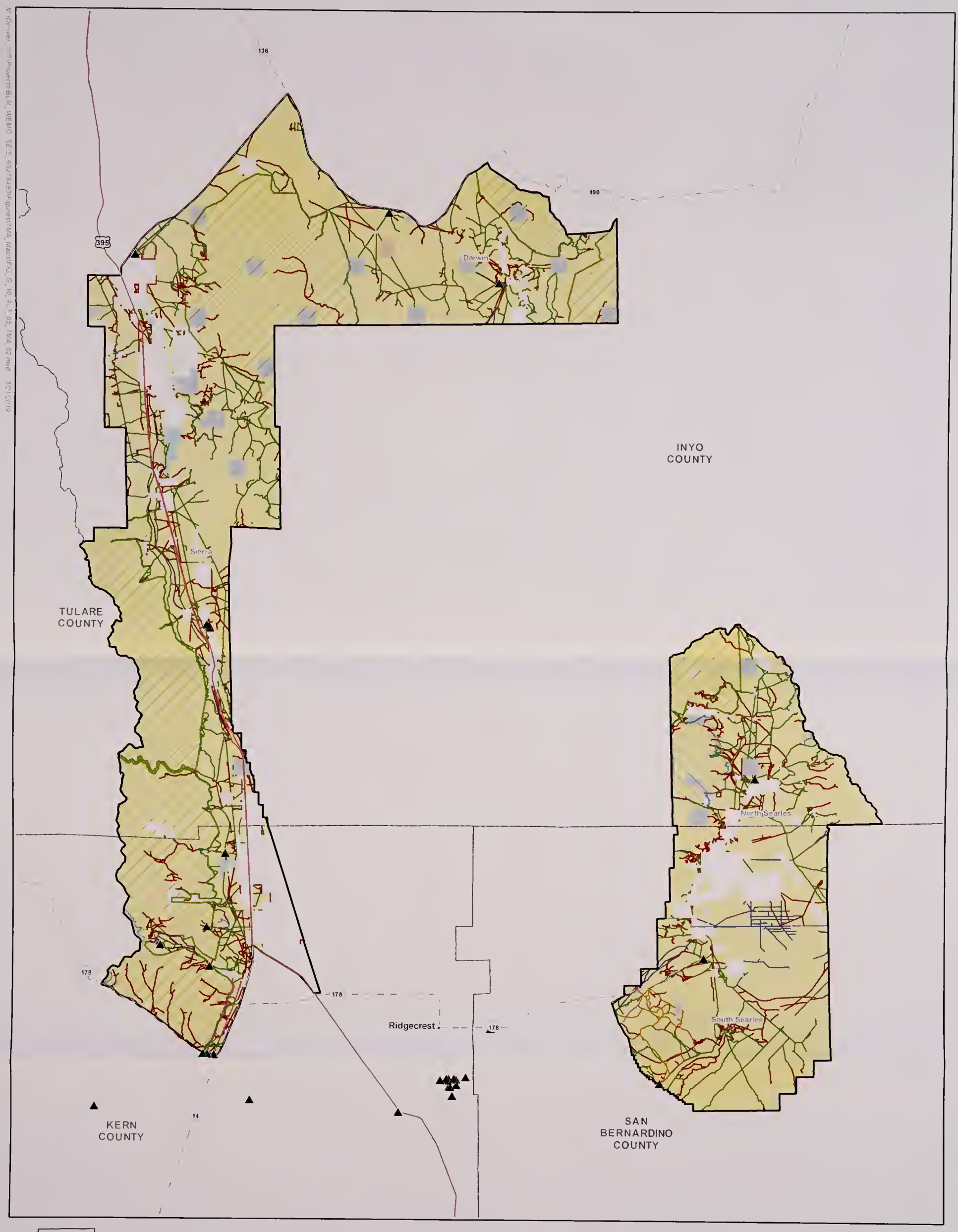
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-10 - TMA 2 Alternative 5 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- Wilderness Study Area
- Wilderness Area
- OHV Open Area
- BLM Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- County/Local Government
- National Park Service
- State

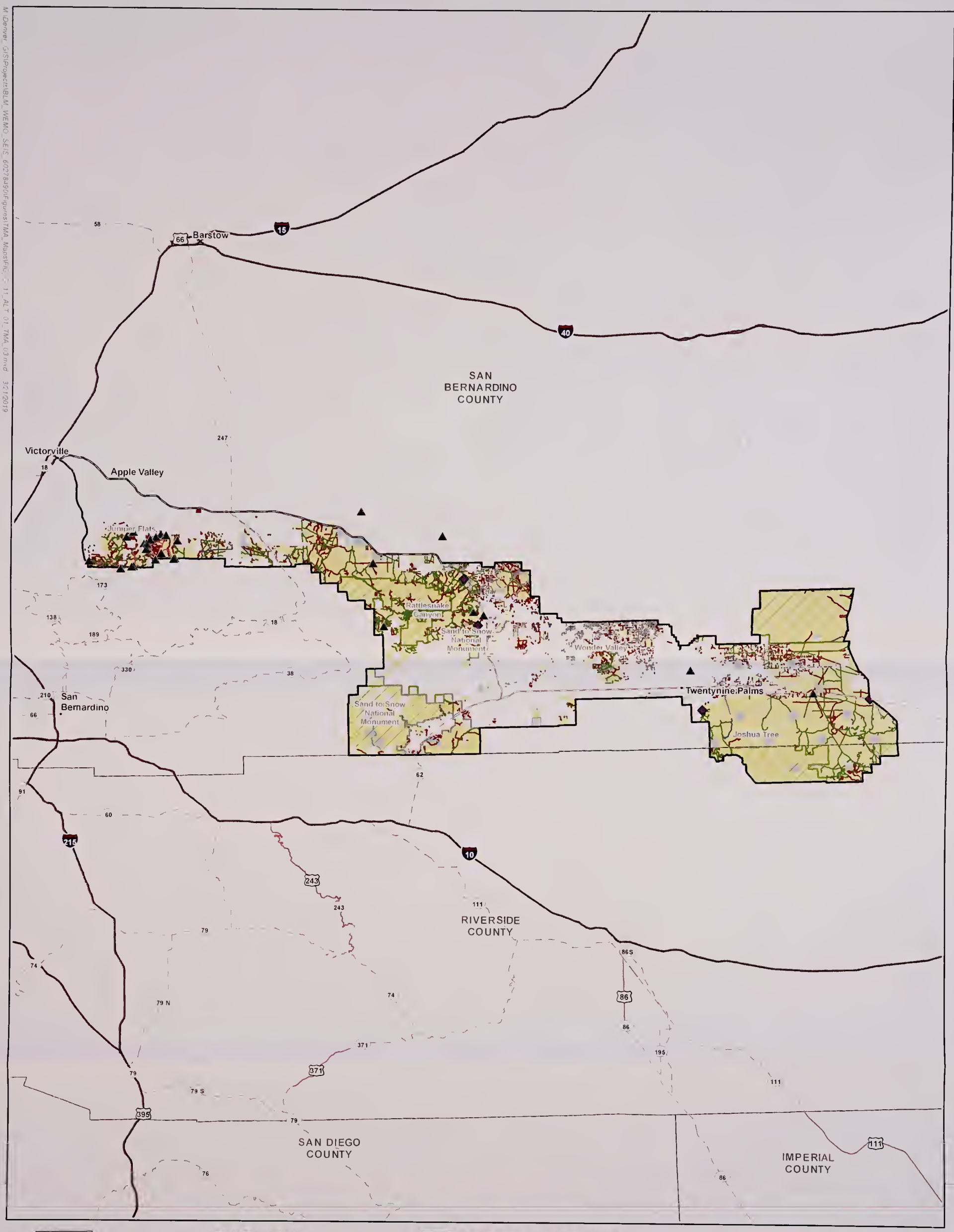
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-11 - TMA 3 Alternative 1 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

Land Ownership

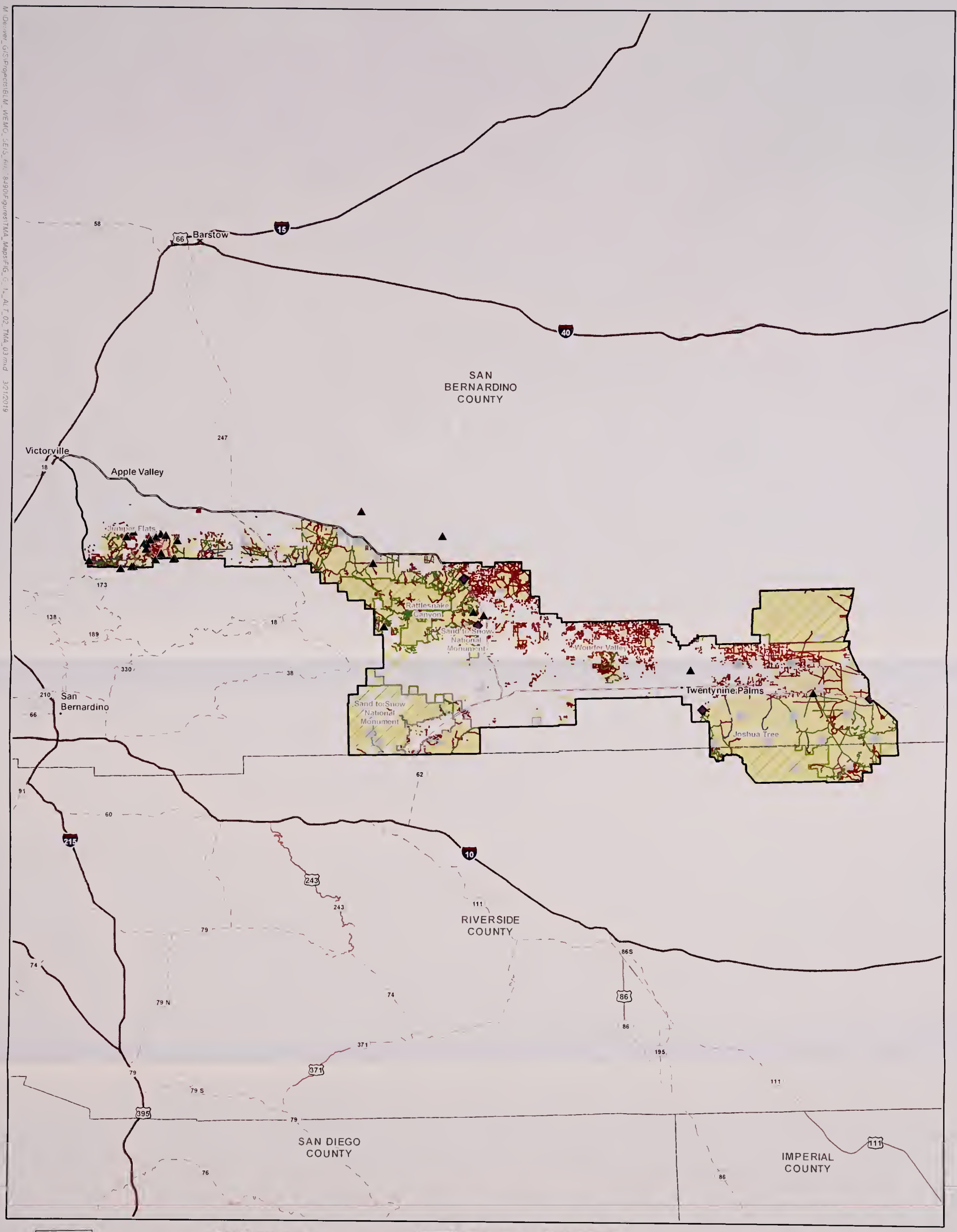
- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

N

0 5 10 20
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-12 - TMA 3 Alternative 2 - 2019 West Mojave Route Network



Route Designations

- Motorized, ATV\UTV
- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

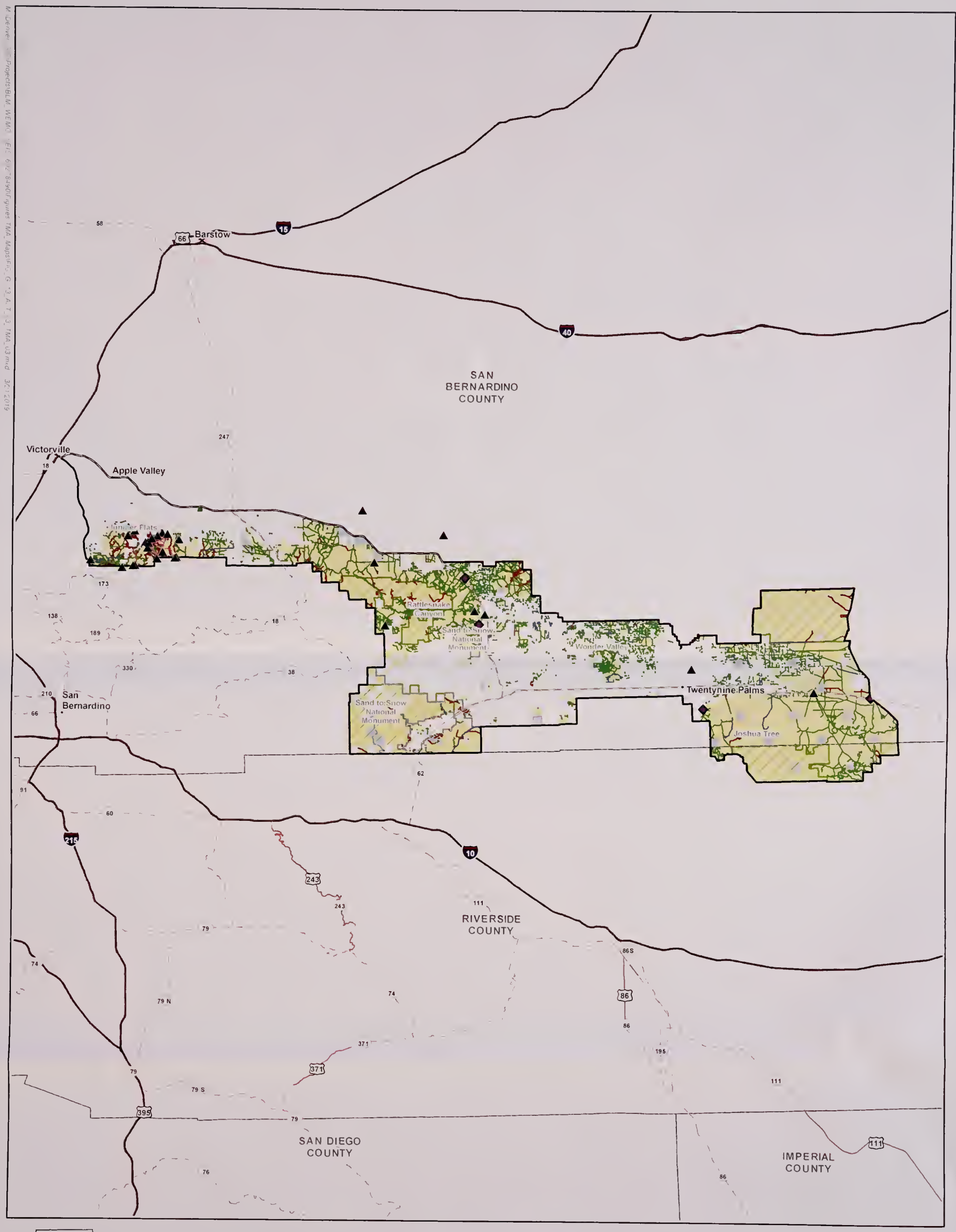
N

0 5 10 20

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-13 - TMA 3 Alternative 3 - 2019 West Mojave Route Network



Route Designations

- Motorized, ATV\UTV
- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- ▲ Existing Kiosk
- ◆ Proposed Kiosk

Land Ownership

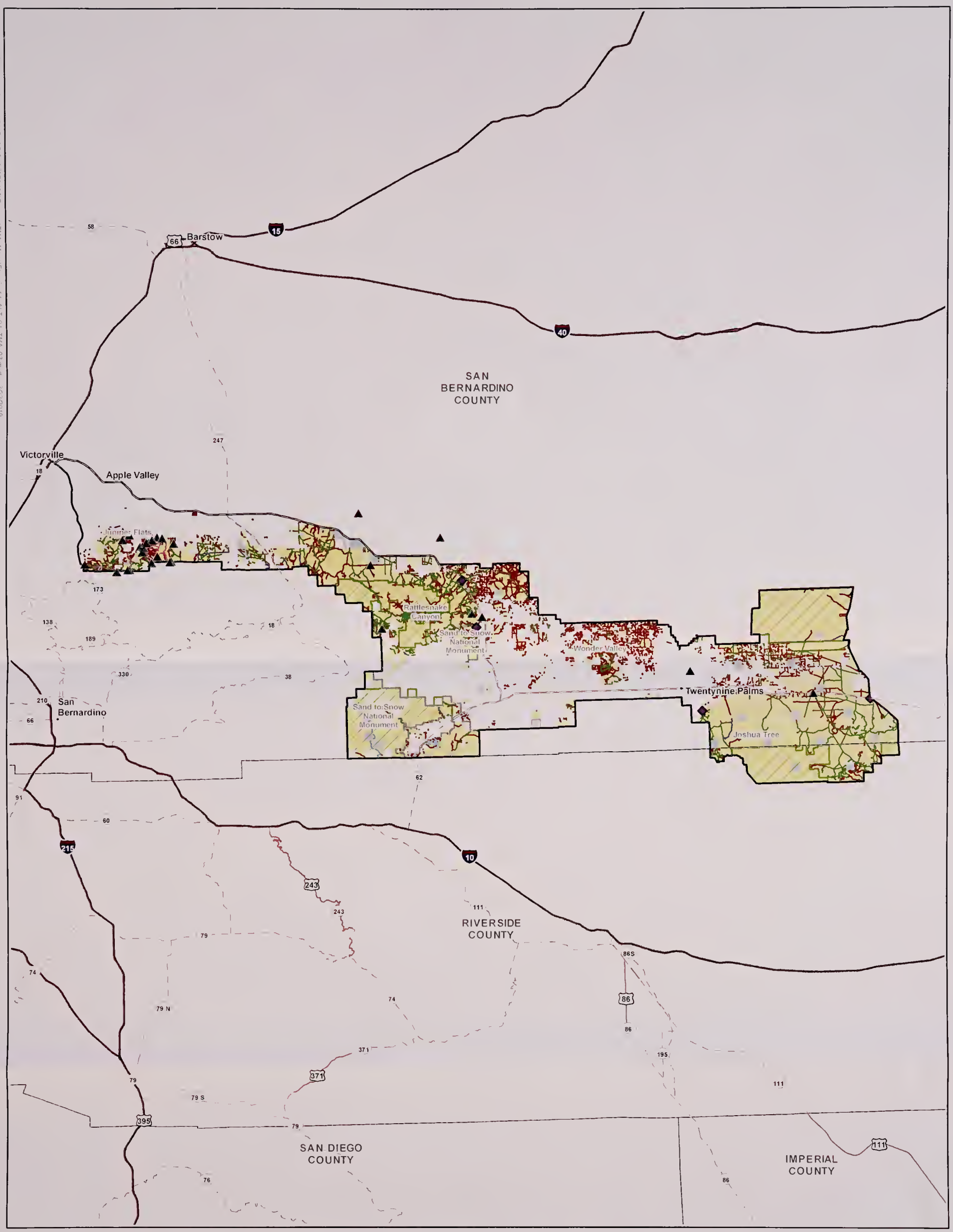
- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

N

0 5 10 20
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-14 - TMA 3 Alternative 4 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

N

0 5 10 20
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-15 - TMA 3 Alternative 5 - 2019 West Mojave Route Network

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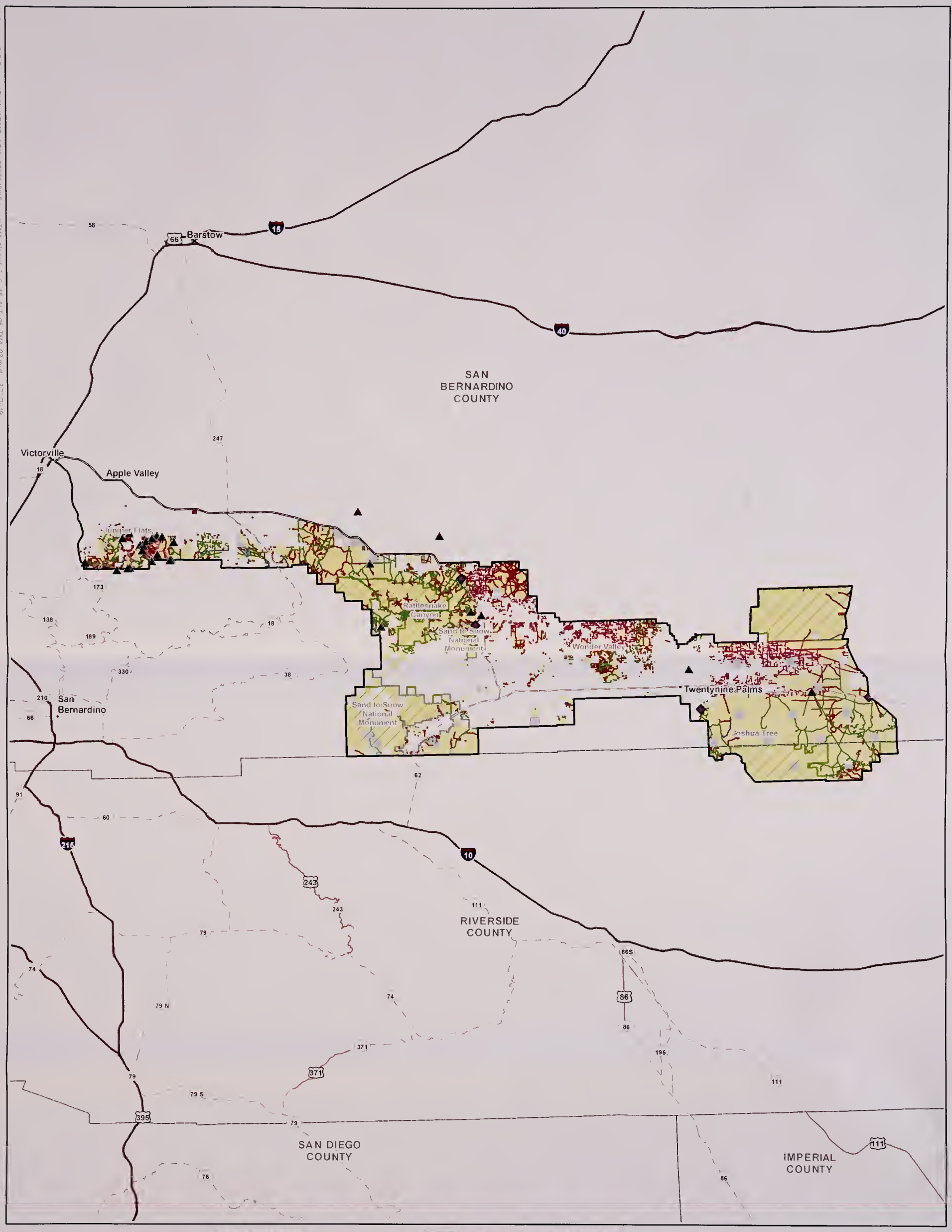


Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

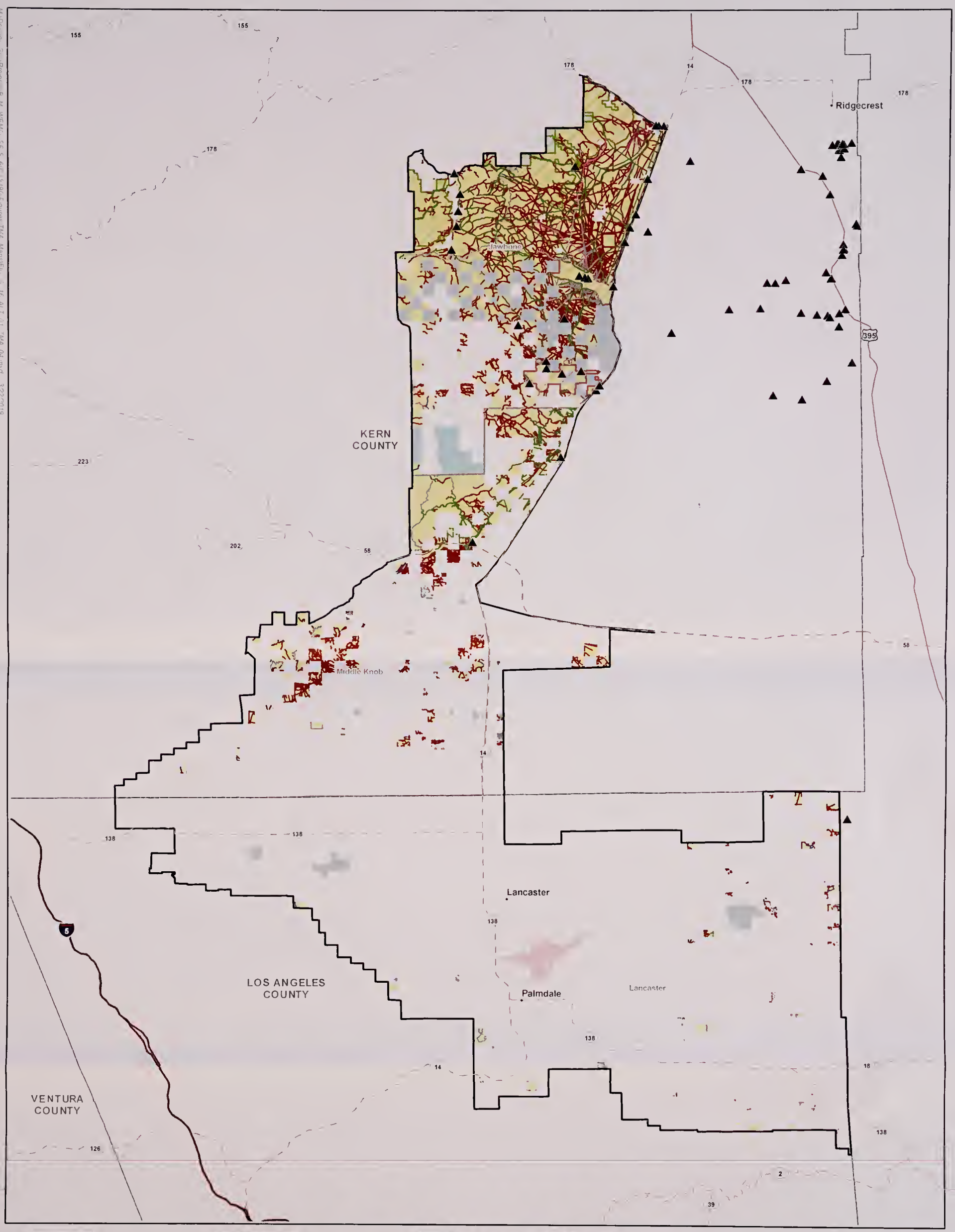
- Department of Defense
- Bureau of Indian Affairs
- Bureau of Land Management
- Forest Service
- National Park Service
- State

N

0 5 10 20
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-16 - TMA 4 Alternative 1 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Seasonal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

Land Ownership

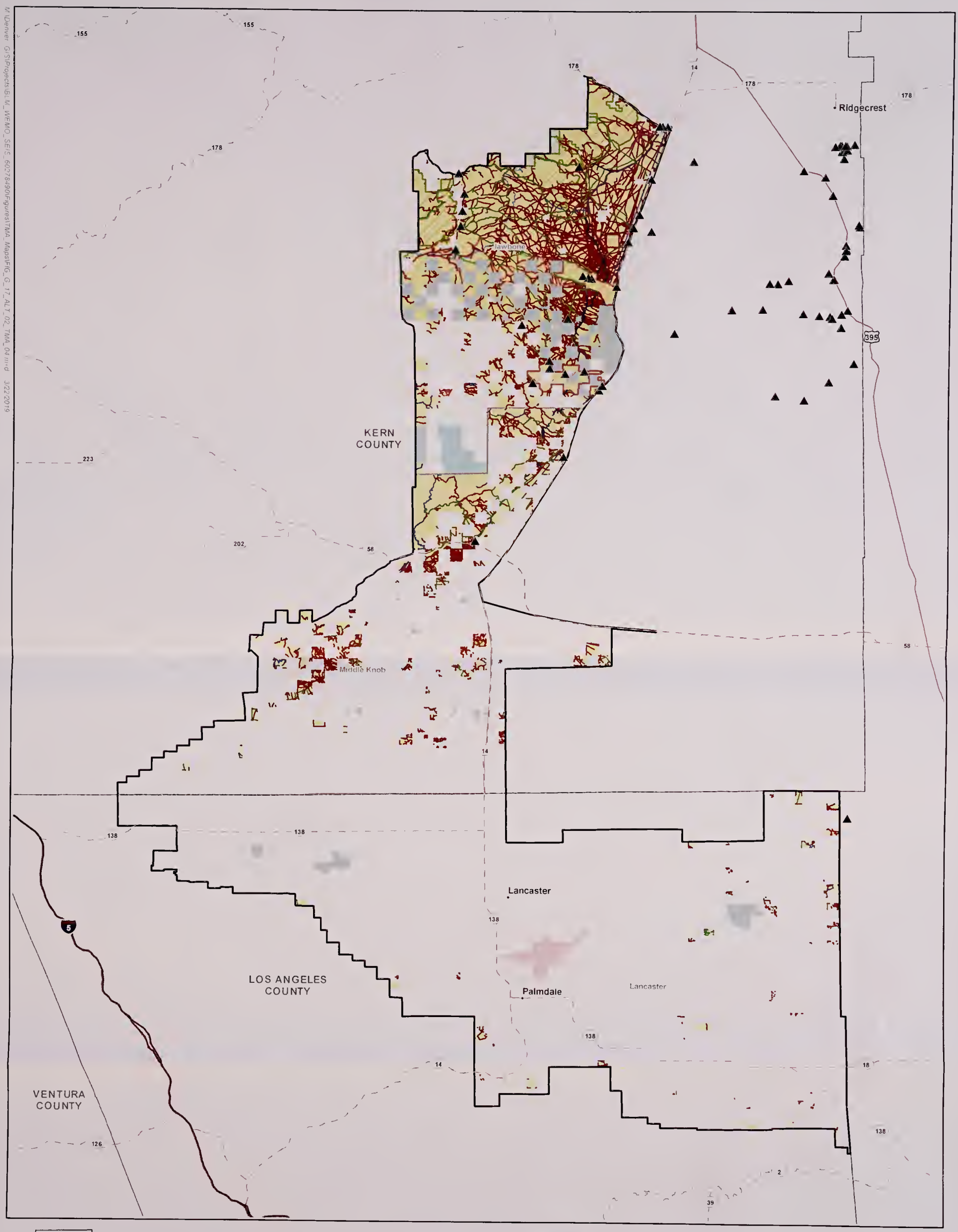
- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

N

0 2.5 5 10
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-17 - TMA 4 Alternative 2 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Seasonal
- Non-Mechanized, Equestrian
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

Land Ownership

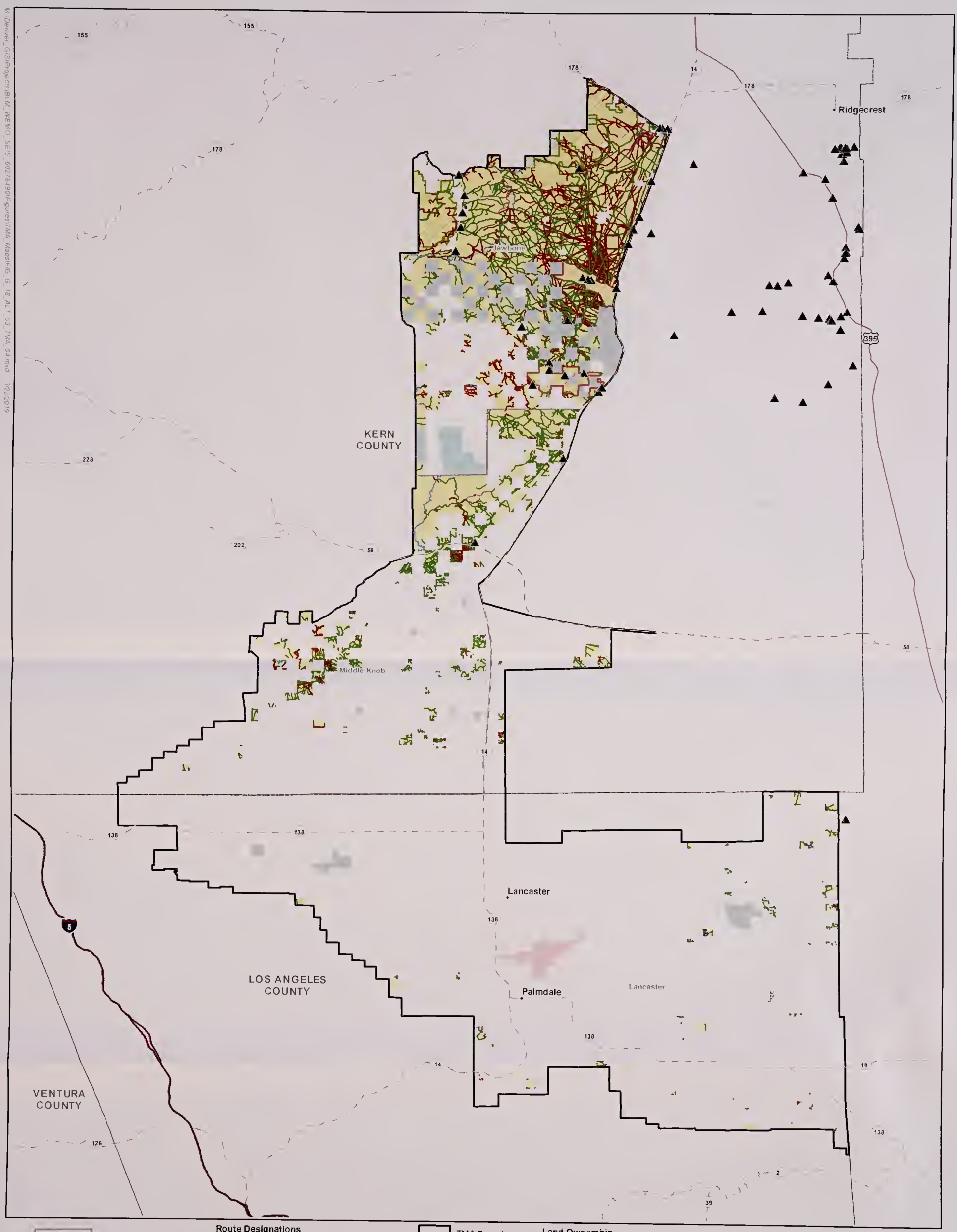
- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

N

0 2.5 5 10
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-18 - TMA 4 Alternative 3 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Seasonal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

Land Ownership

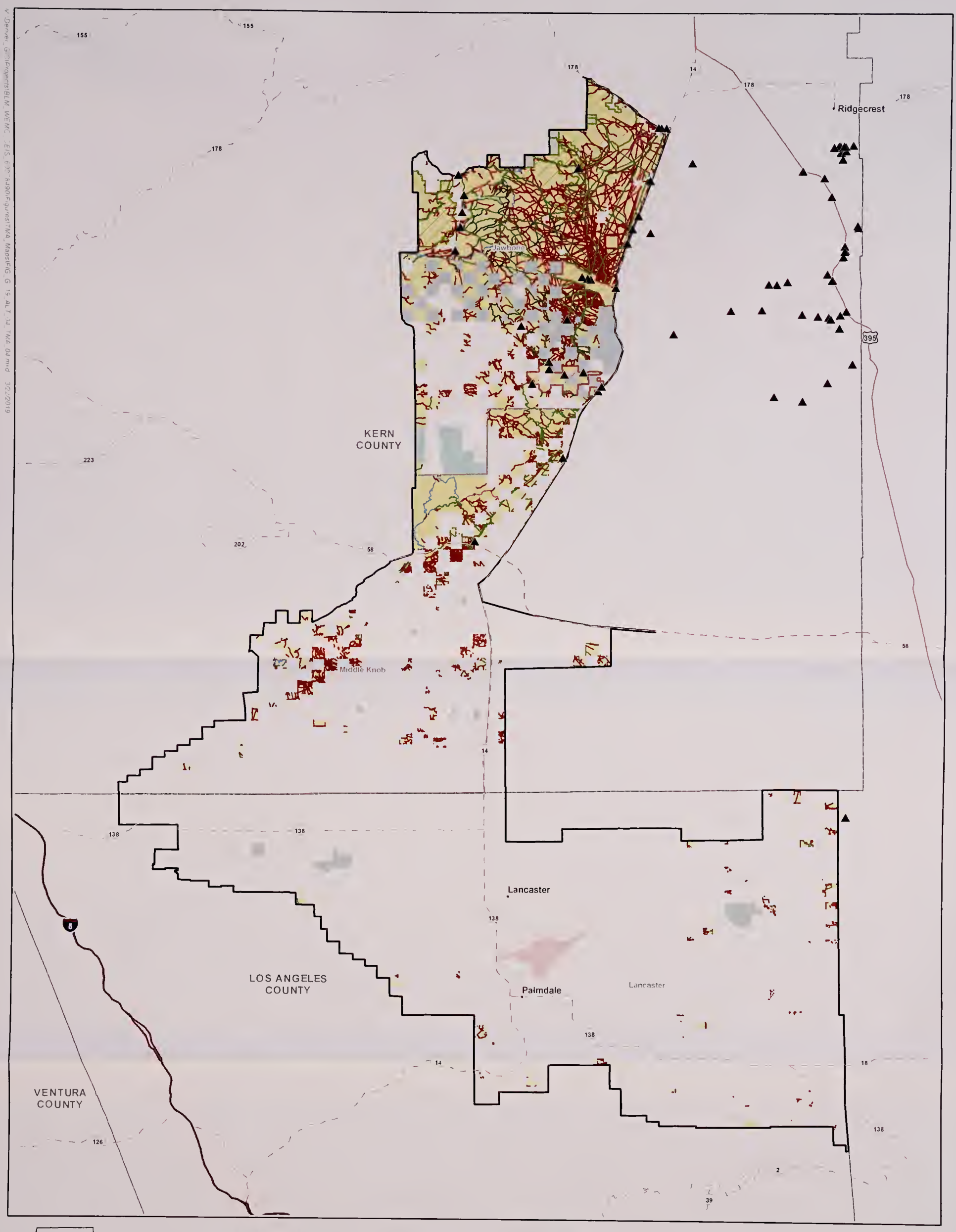
- Department of Defense
- Bureau of Land Management
- Forest Service
- County/Local Government
- State

N

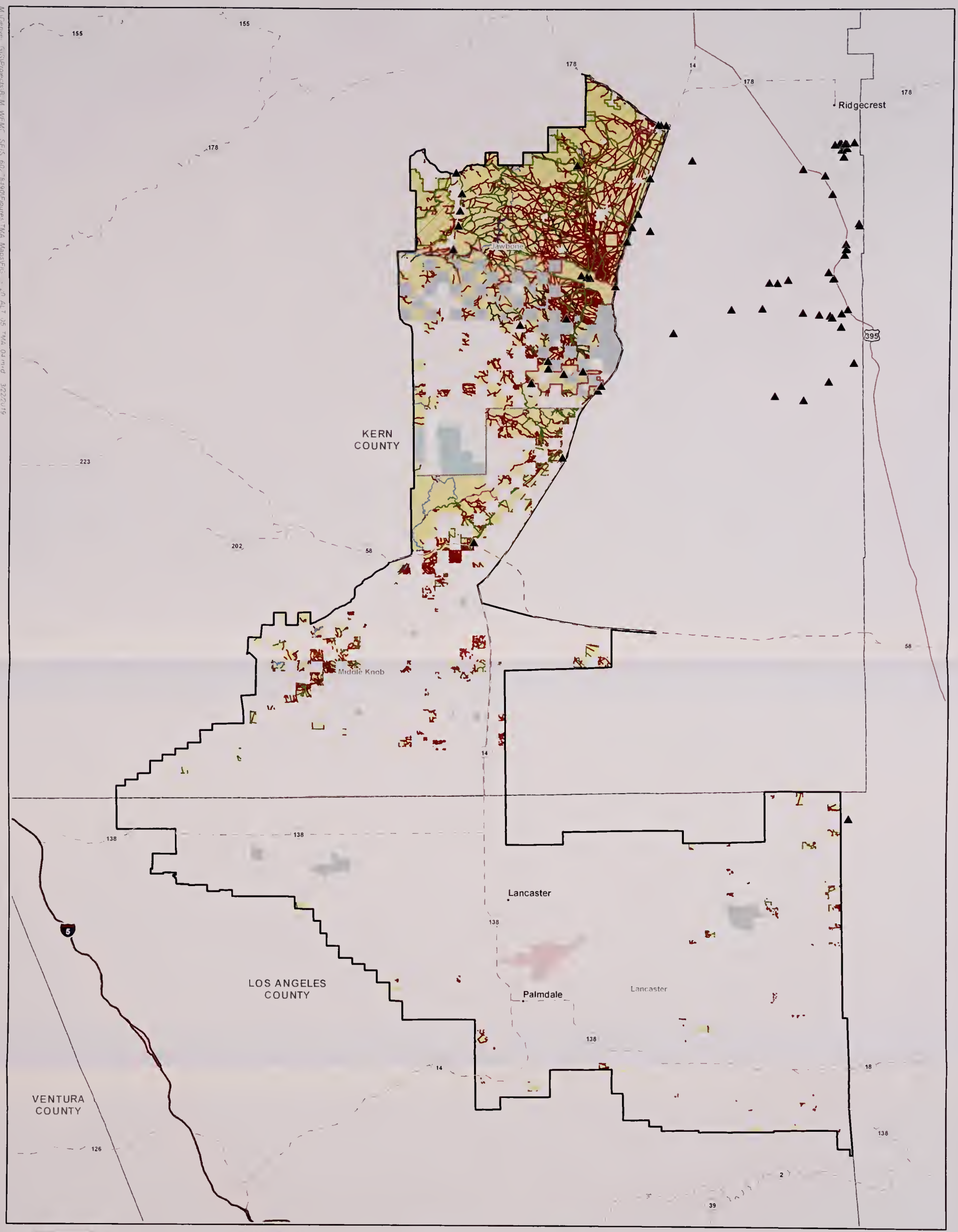
0 2.5 5 10
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-19 - TMA 4 Alternative 4 - 2019 West Mojave Route Network



Western Mojave Supplemental EIS
Figure G-20 - TMA 4 Alternative 5 - 2019 West Mojave Route Network



Western Mojave Supplemental EIS
Figure G-21 - TMA 5 Alternative 1 - 2019 West Mojave Route Network

Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-22 - TMA 5 Alternative 2 - 2019 West Mojave Route Network

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INYO COUNTY

SAN BERNARDINO COUNTY

Barstow

Victorville

Apple Valley

Fremont Peak

Black Mountain

Coolgardie

Harper Lake

Calico Mountains

Mitchel Mountains

Cronese Lake

178 127 58 395 15 40 66 18 247 138 2 173 189 38

CALIFORNIA

Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-23 - TMA 5 Alternative 3 - 2019 West Mojave Route Network

Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Study Area
- Wilderness Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-24 - TMA 5 Alternative 4 - 2019 West Mojave Route Network

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-25 - TMA 5 Alternative 5 - 2019 West Mojave Route Network

Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wildemess Study Area
- Wildemess Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

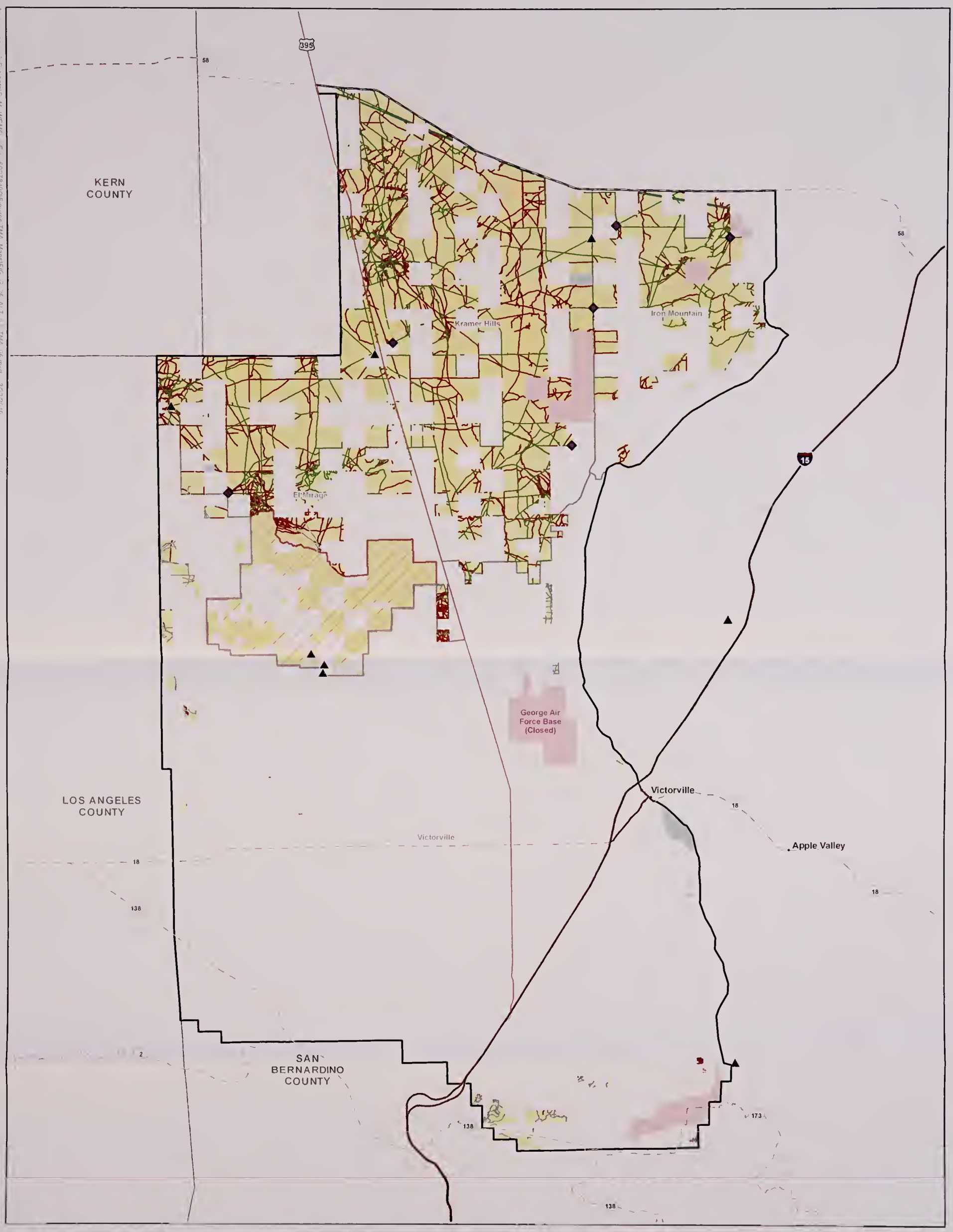
- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10
Miles

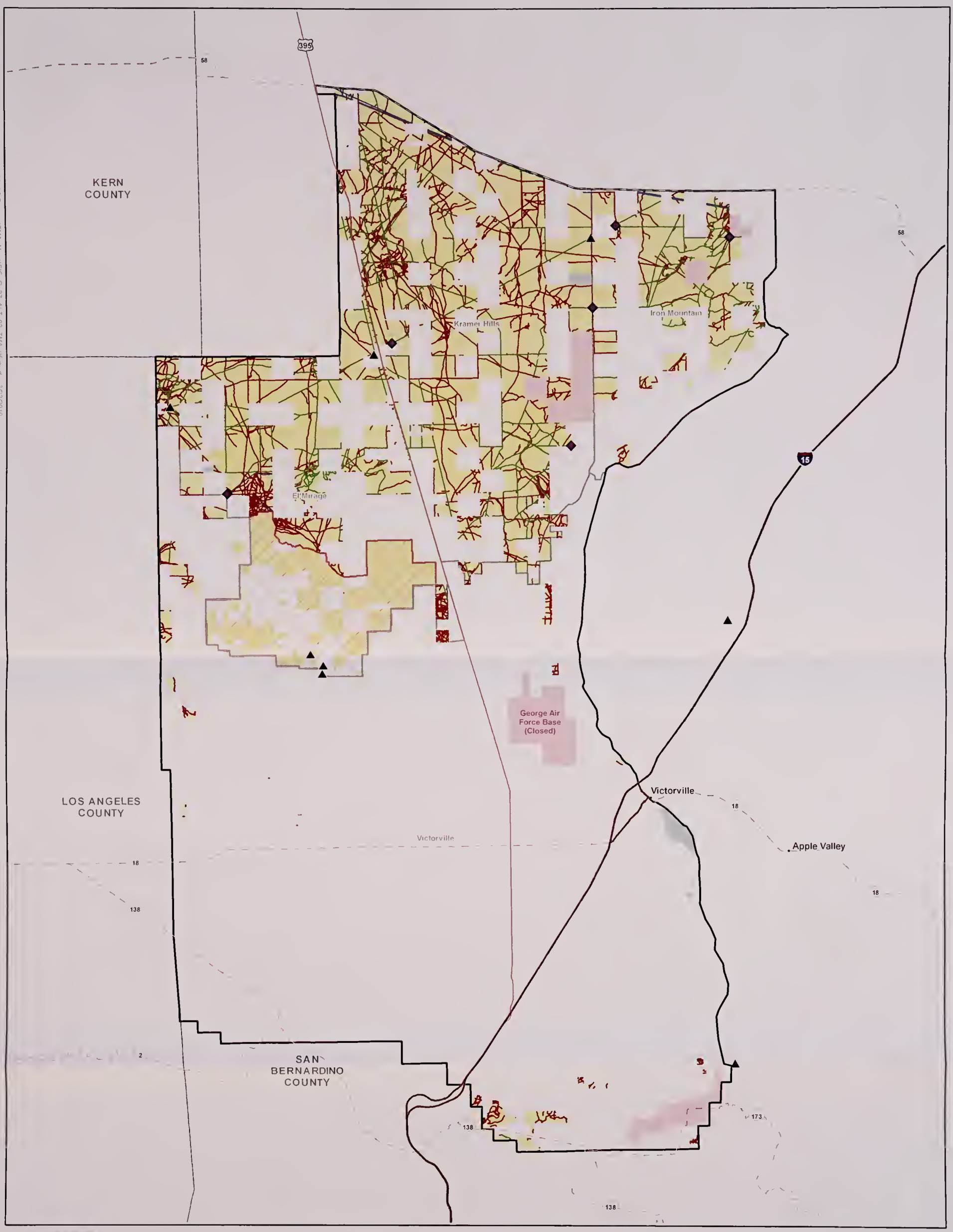
Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-26 - TMA 6 Alternative 1 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-27 - TMA 6 Alternative 2 - 2019 West Mojave Route Network



Route Designations
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

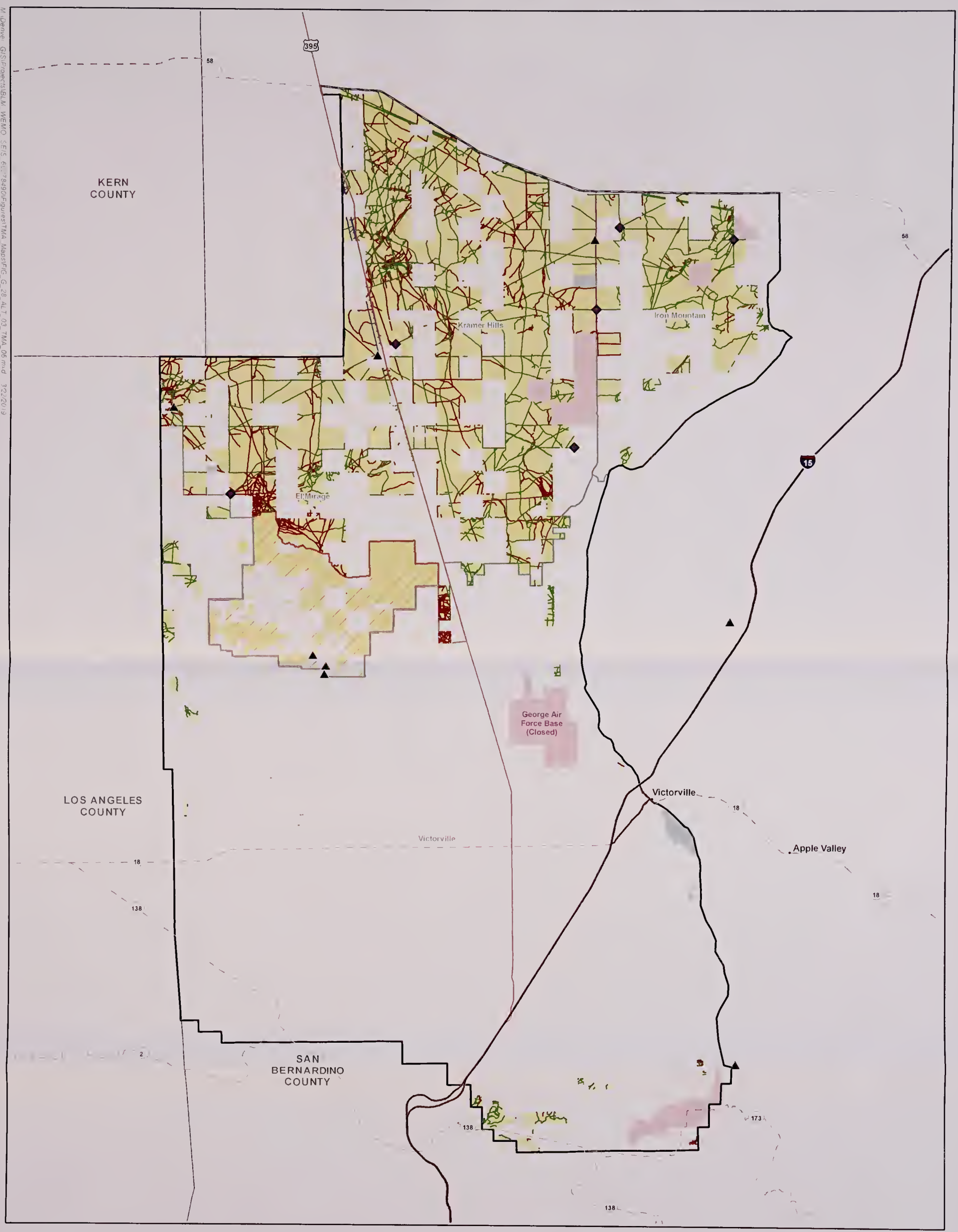
Land Ownership
- Department of Defense
- Bureau of Land Management
- Forest Service
- State

N

0 1.25 2.5 5
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-28 - TMA 6 Alternative 3 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

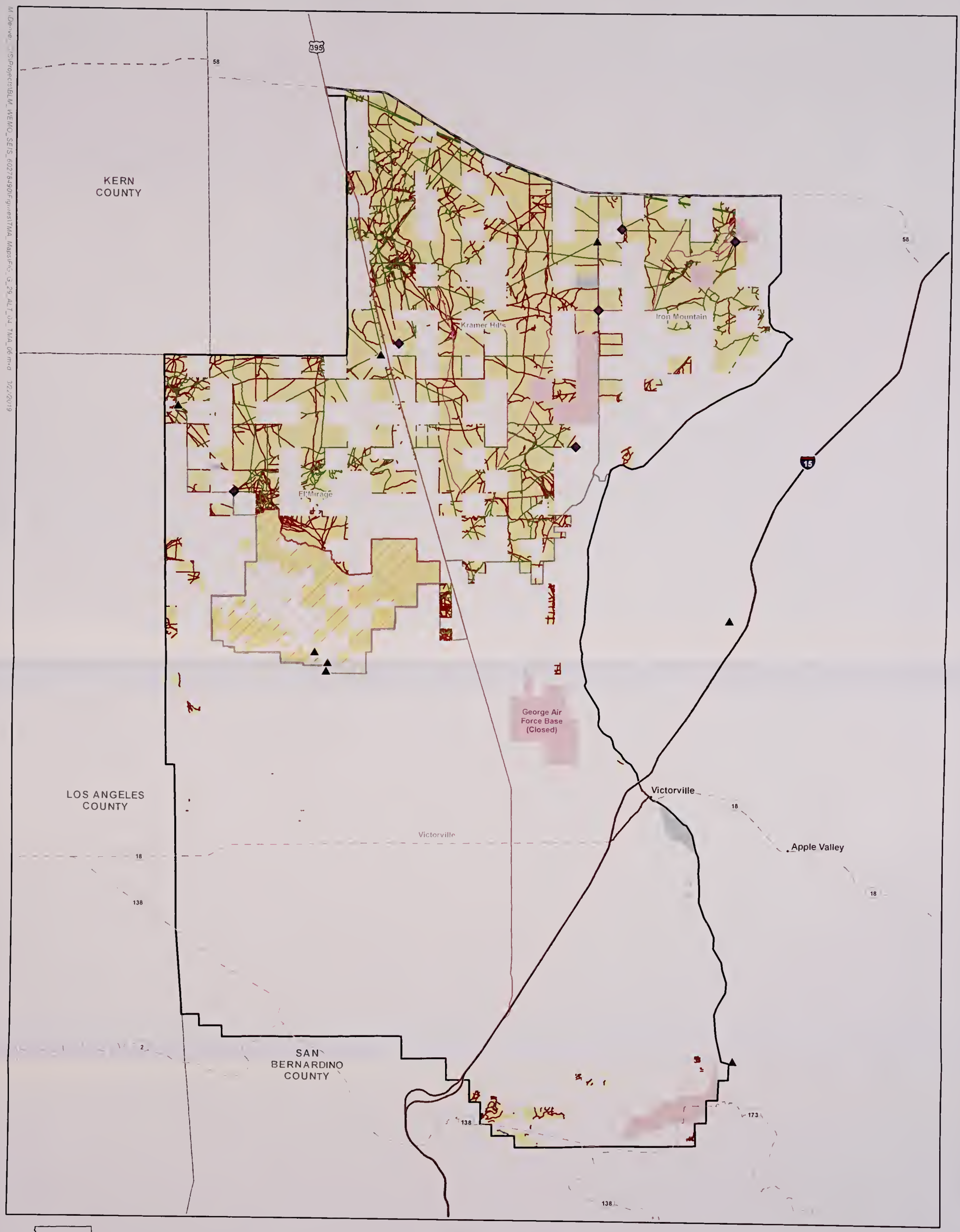
N

0 1.25 2.5 5

Miles

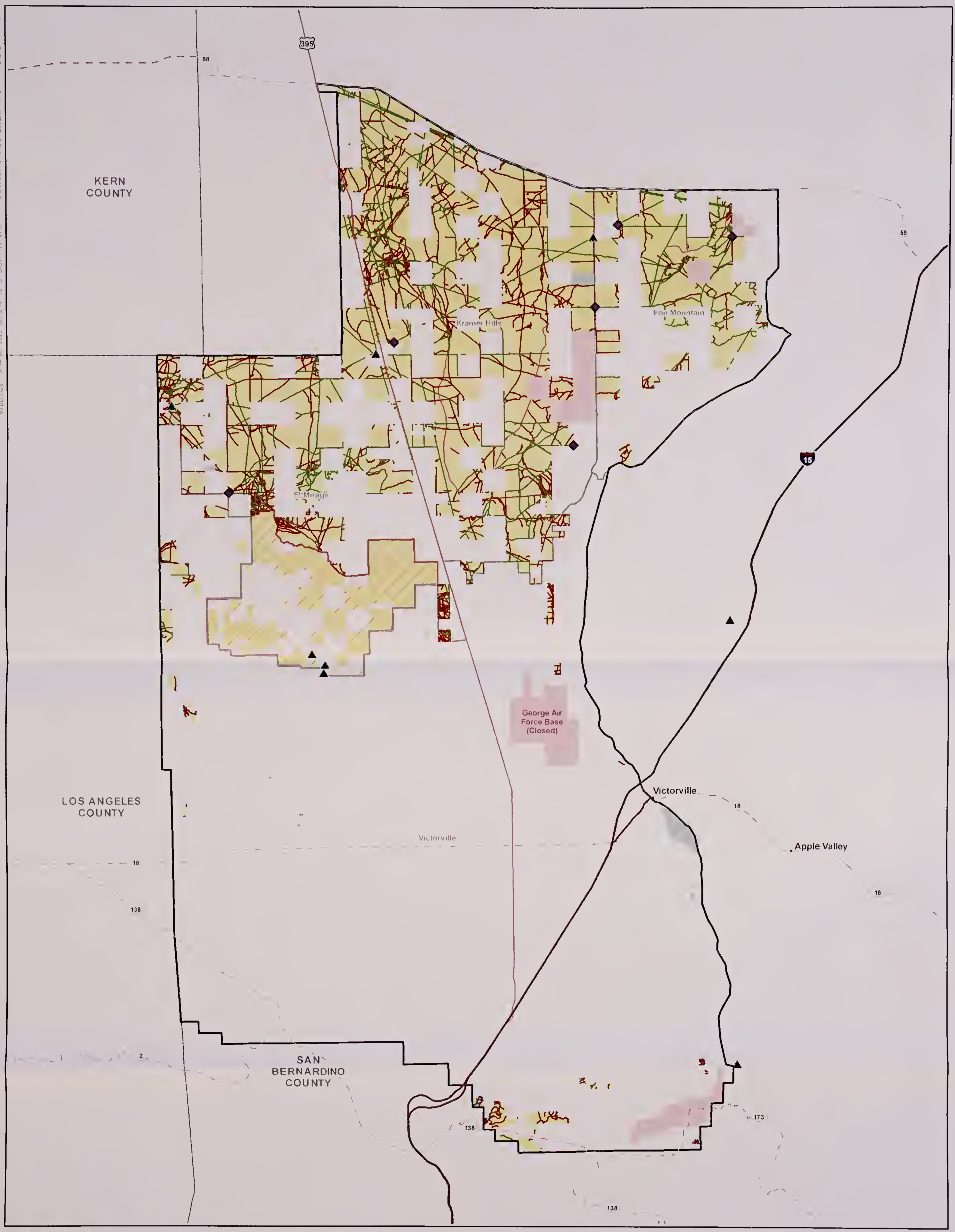
Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-29 - TMA 6 Alternative 4 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-30 - TMA 6 Alternative 5 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- Forest Service
- State

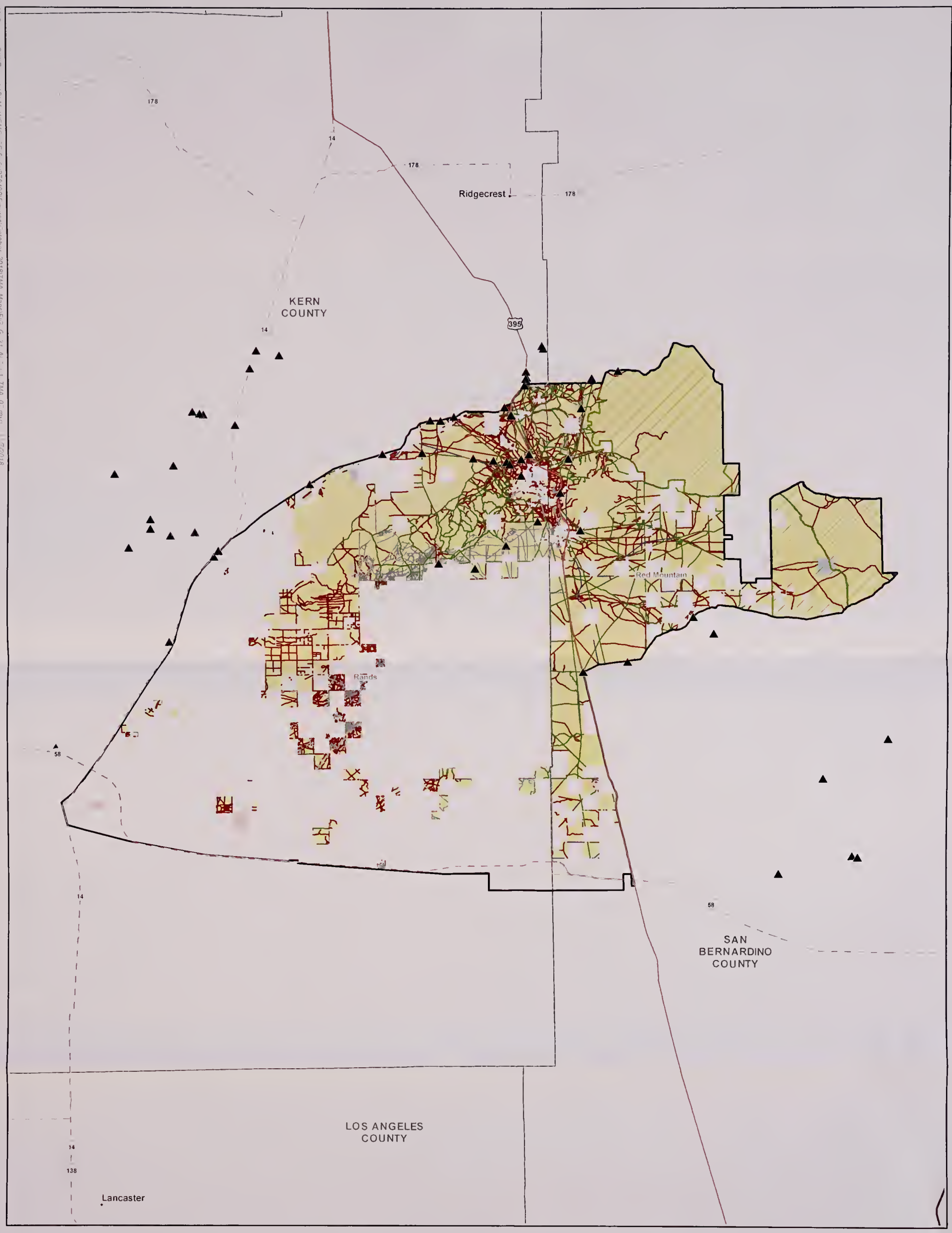
N

0 1.25 2.5 5

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-31 - TMA 7 Alternative 1 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Transportation Linear Disturbance
- Non-BLM

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- State

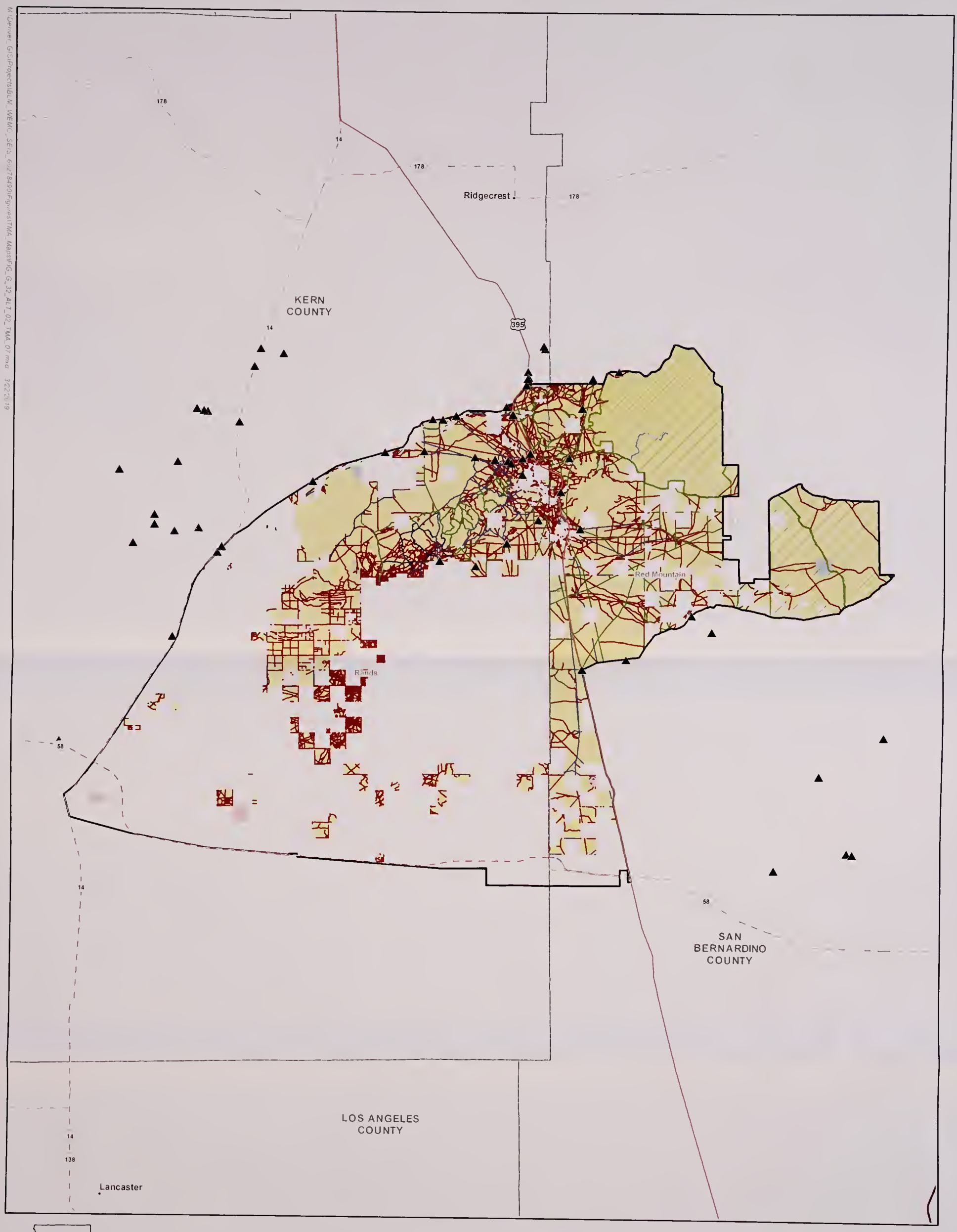
N

0 2.5 5 10

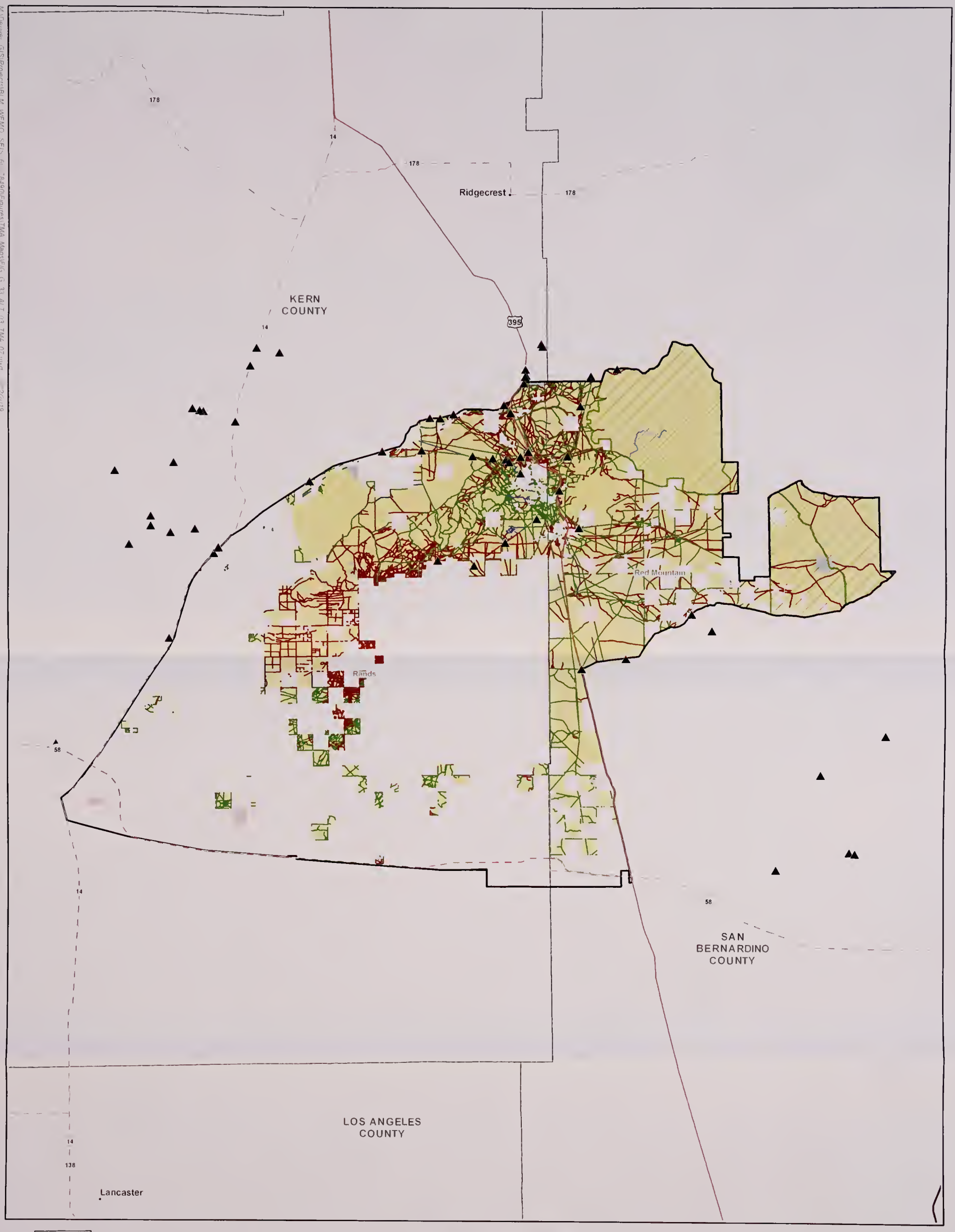
Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-32 - TMA 7 Alternative 2 - 2019 West Mojave Route Network



Western Mojave Supplemental EIS
Figure G-33 - TMA 7 Alternative 3 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- State

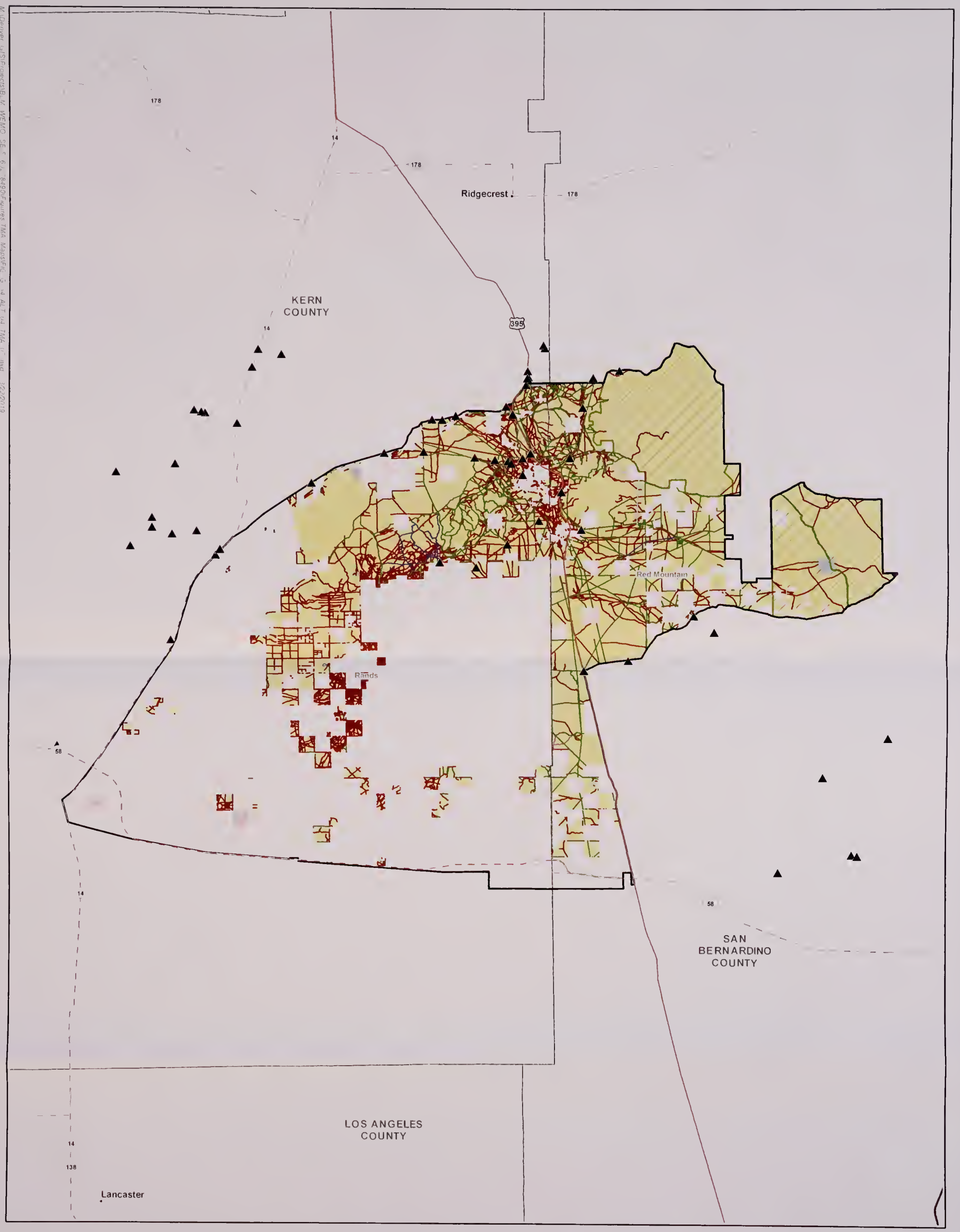
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-34 - TMA 7 Alternative 4 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- State

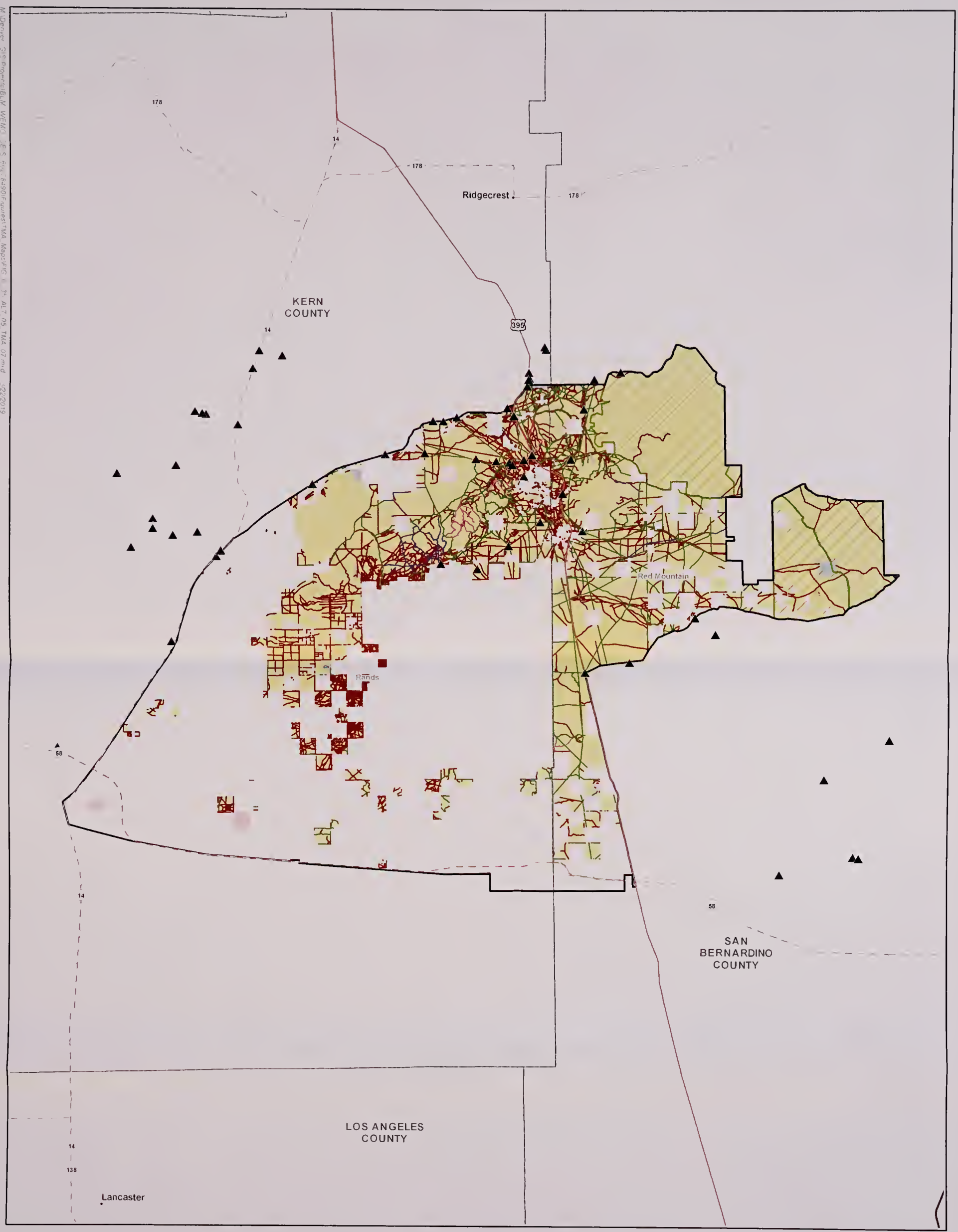
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-35 - TMA 7 Alternative 5 - 2019 West Mojave Route Network



Route Designations

- Motorized, ATV\UTV
- Motorized, Authorized/Permitted
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Mechanized, Hiking
- Non-Mechanized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- State

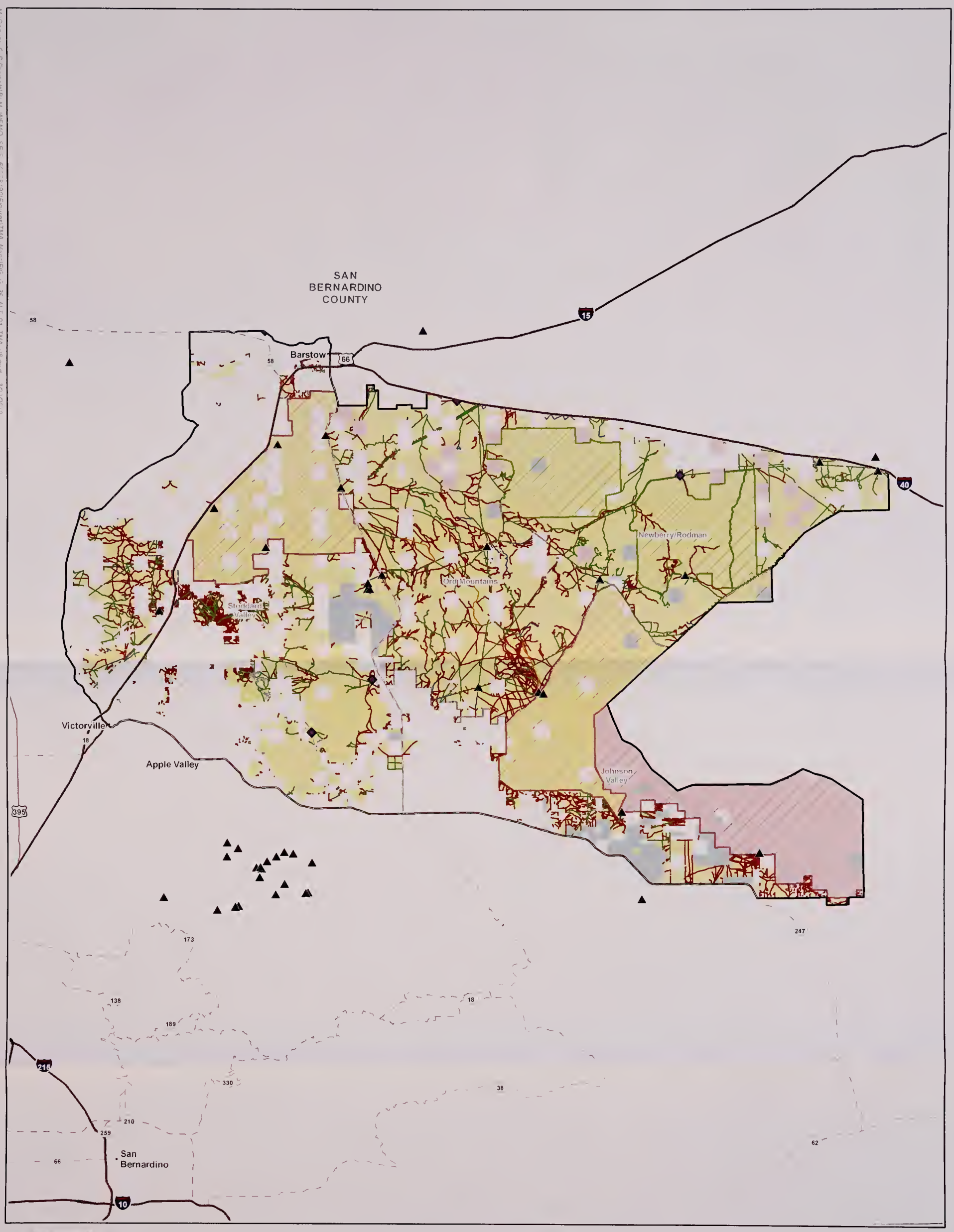
N

0 2.5 5 10

Miles

Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-36 - TMA 8 Alternative 1 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-37 - TMA 8 Alternative 2 - 2019 West Mojave Route Network

M:\Denver_GIS\Projects\BLM_WEMO_SES_60178490\Figures\TMA_Maps\Figs_G_37_ALT_02_TMA_08.mxd 3/22/2019

SAN BERNARDINO COUNTY

Barstow

Victorville

Apple Valley

Stoddard Valley

Ord Mountains

Newberry/Rodman

Johnson Valley

San Bernardino

CALIFORNIA

Route Designations
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

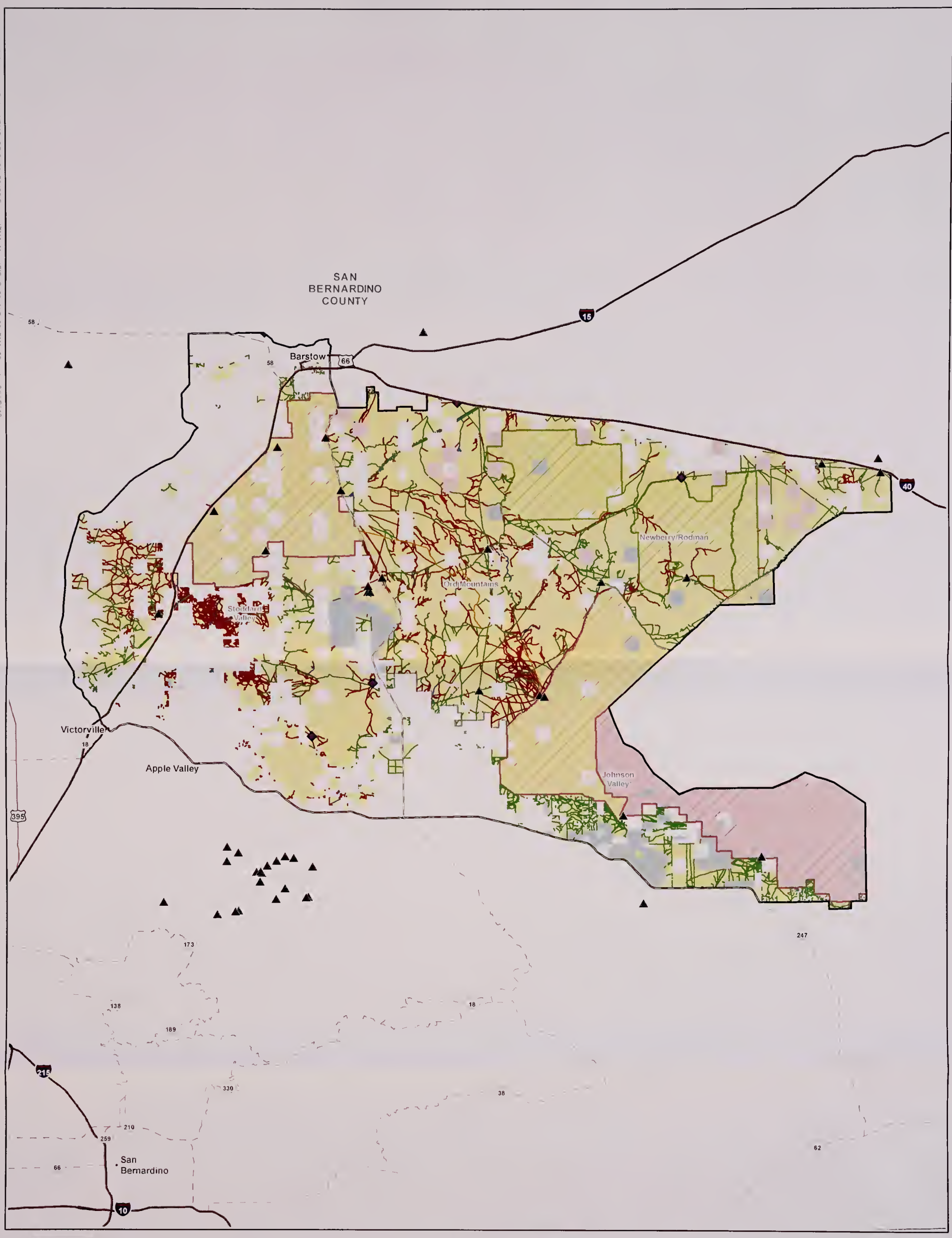
Land Ownership
- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10
Miles

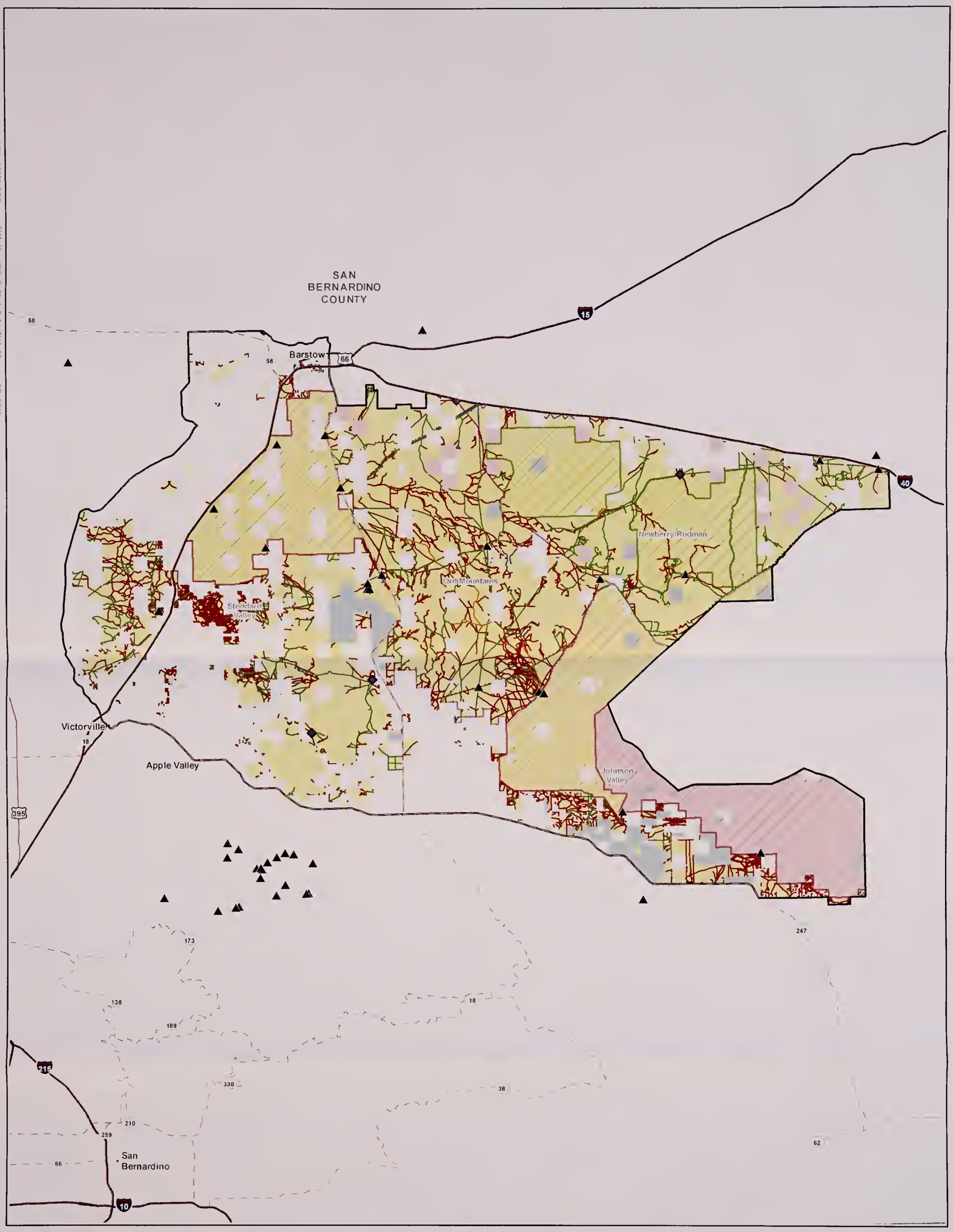
Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-38 - TMA 8 Alternative 3 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-39 - TMA 8 Alternative 4 - 2019 West Mojave Route Network



Route Designations
- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Motorized, Street Legal
- Non-Mechanized, Hiking
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wildemess Area
- OHV Open Area
- Existing Kiosk
- Proposed Kiosk

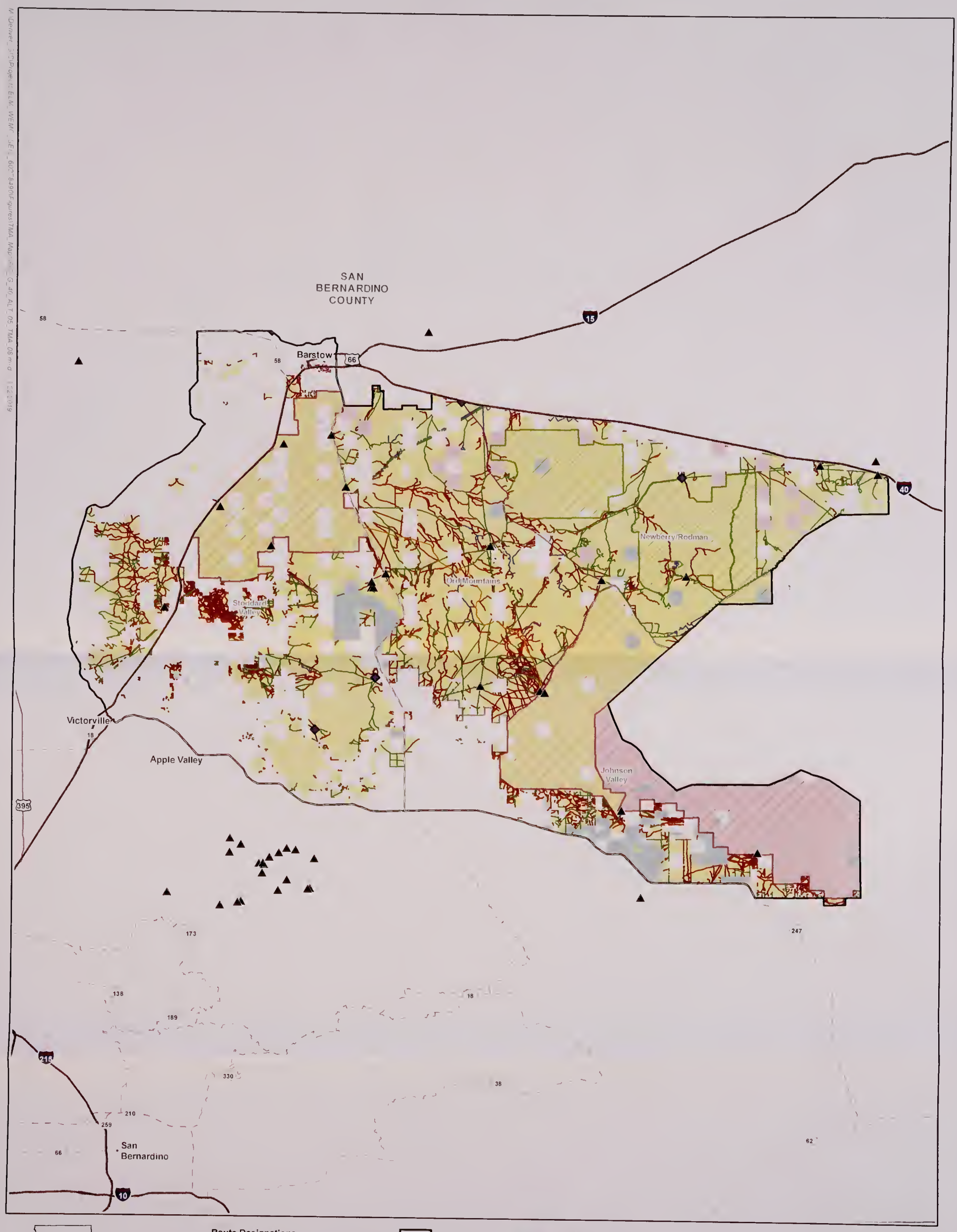
Land Ownership
- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 2.5 5 10
Miles

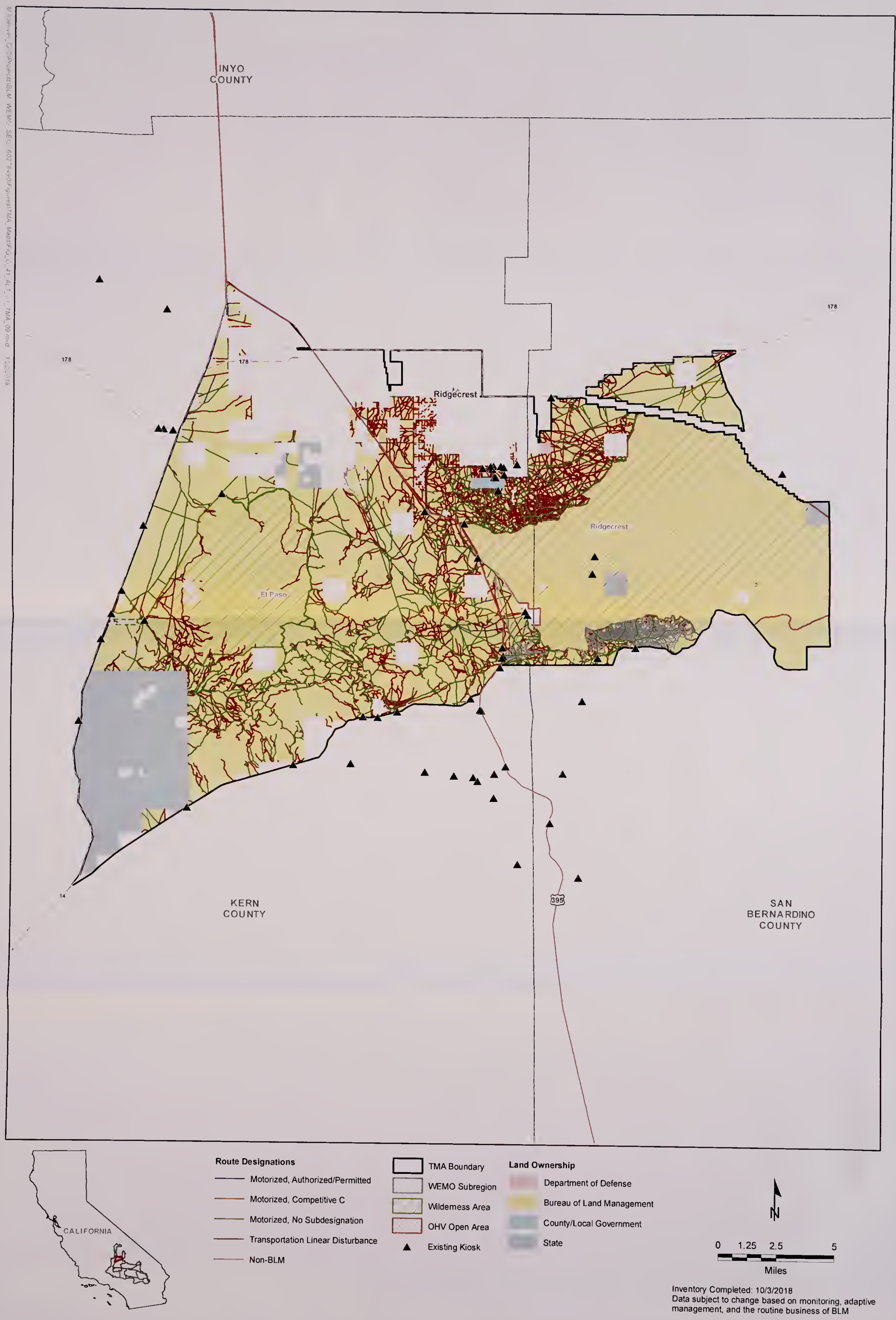
Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-40 - TMA 8 Alternative 5 - 2019 West Mojave Route Network



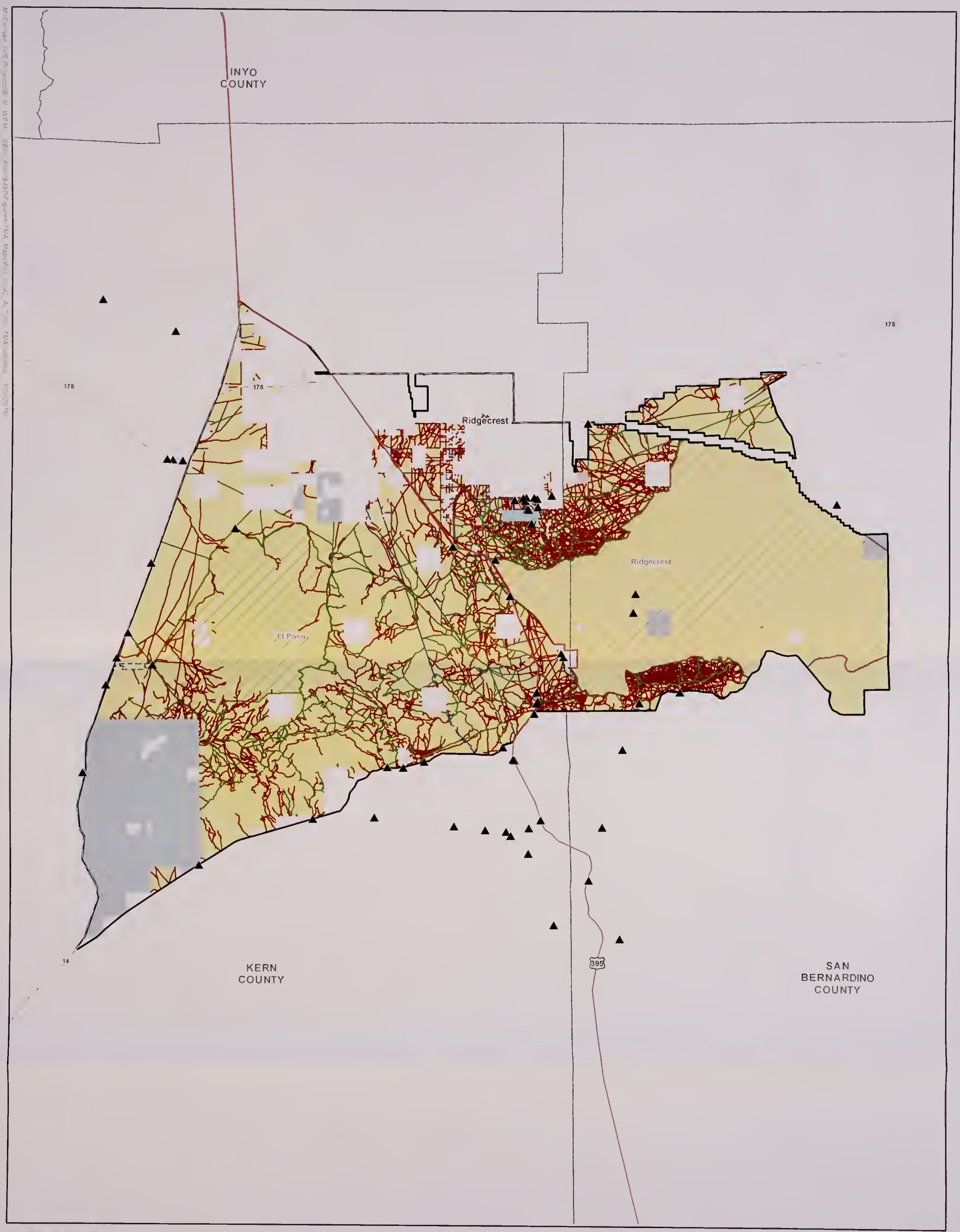
Inventory Completed: 10/3/2018
Decision Date: TBD
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-41 - TMA 9 Alternative 1 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-42 - TMA 9 Alternative 2 - 2019 West Mojave Route Network



Route Designations

- Motorized, Administrative
- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, No Subdesignation
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- Existing Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

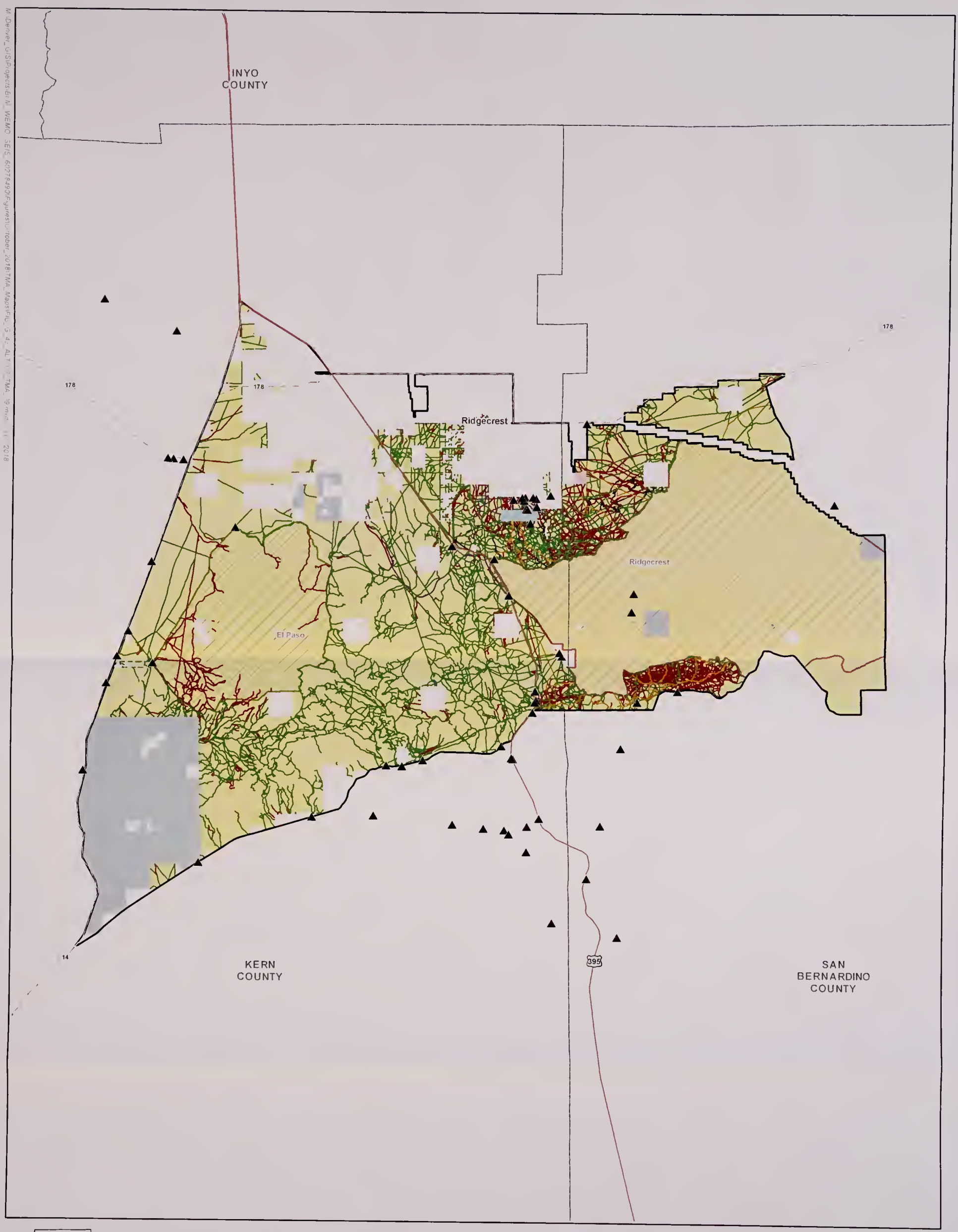
N

0 1.25 2.5 5

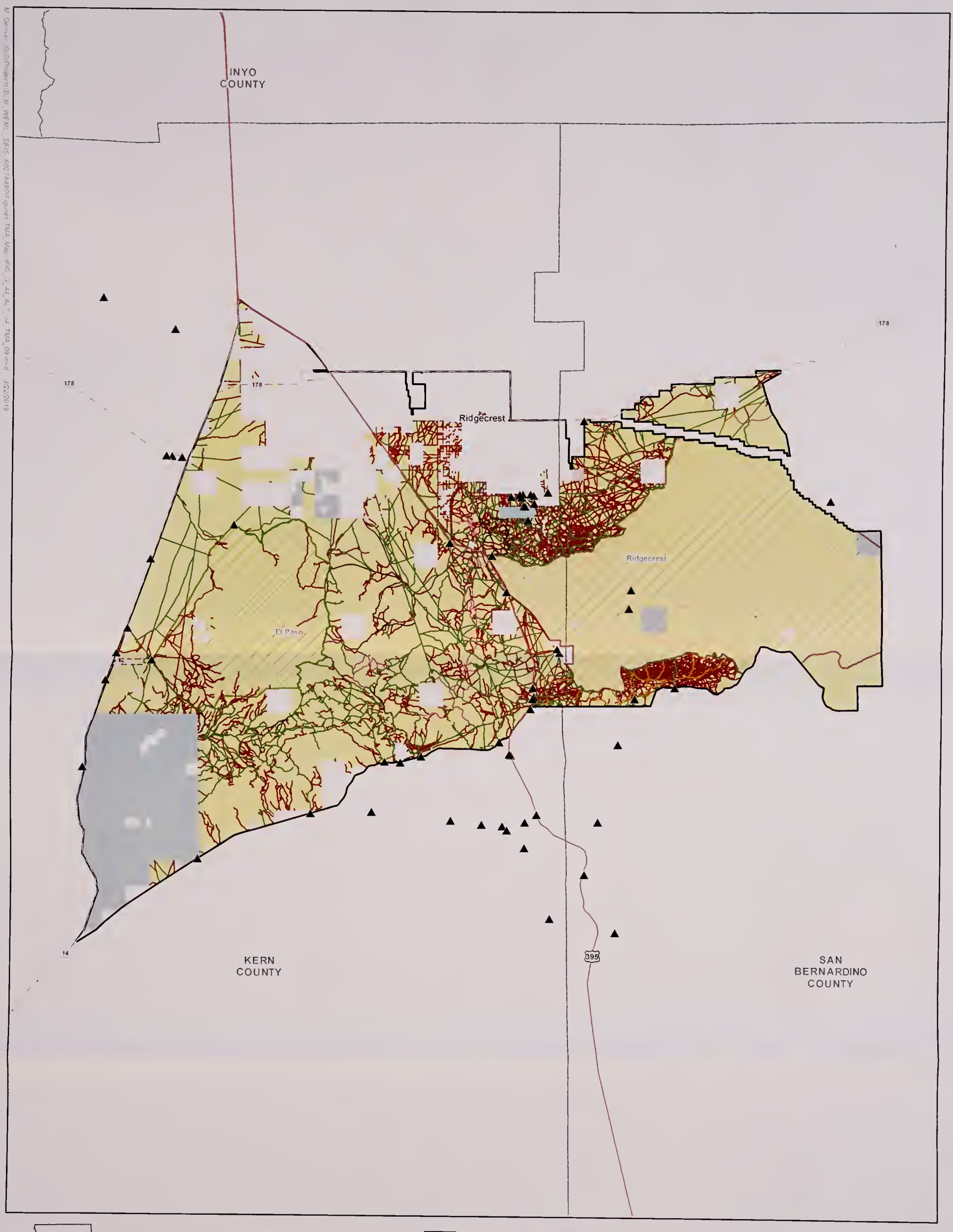
Miles

Inventory Completed: 10/3/2018
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-43 - TMA 9 Alternative 3 - 2019 West Mojave Route Network

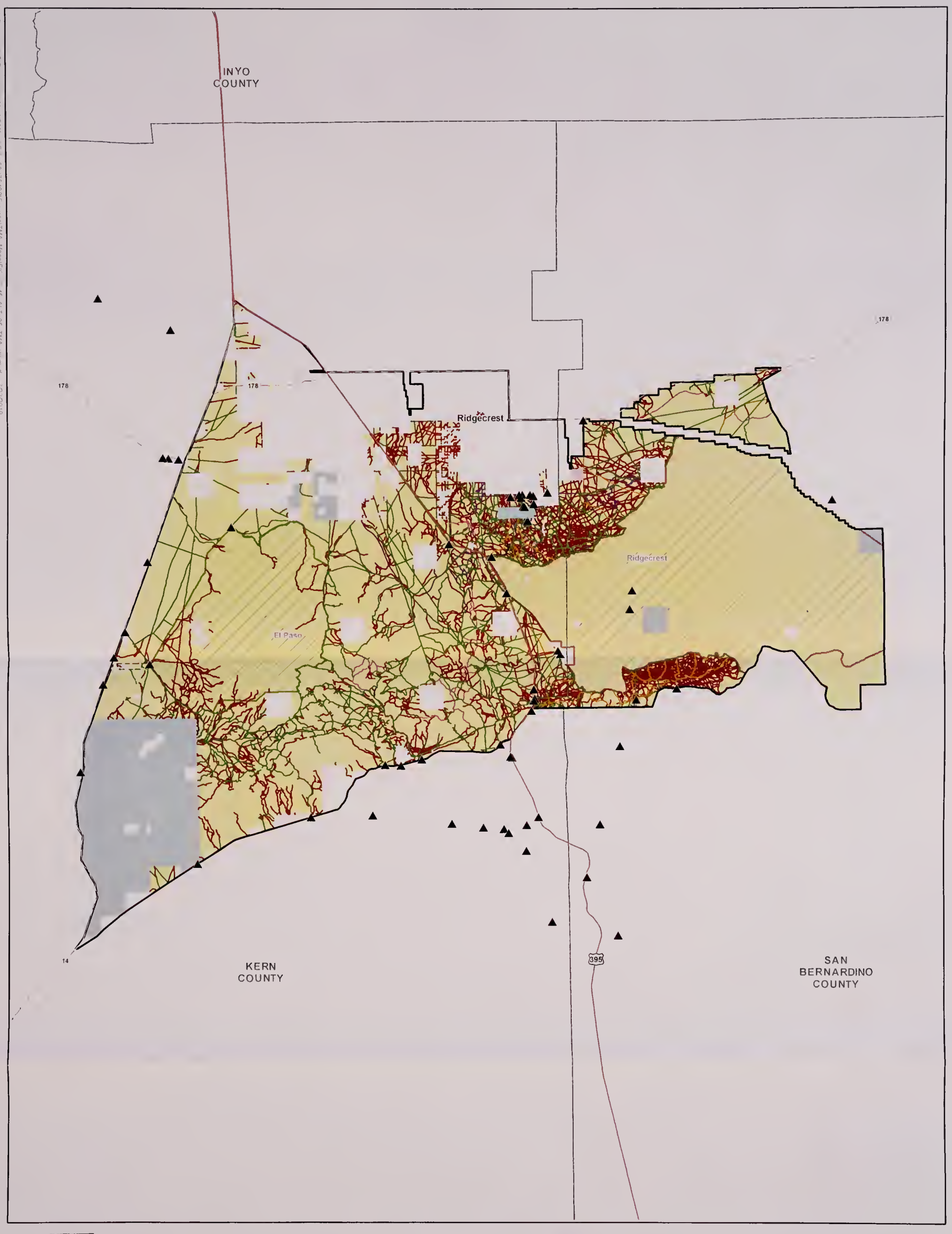


Western Mojave Supplemental EIS
Figure G-44 - TMA 9 Alternative 4 - 2019 West Mojave Route Network



Inventory Completed: 10/3/2018
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Western Mojave Supplemental EIS
Figure G-45 - TMA 9 Alternative 5 - 2019 West Mojave Route Network



Route Designations

- Motorized, Authorized/Permitted
- Motorized, Competitive C
- Motorized, Motorcycle
- Motorized, No Subdesignation
- Non-Motorized, Bicycle
- Non-Motorized, No Subdesignation
- Transportation Linear Disturbance

- TMA Boundary
- WEMO Subregion
- Wilderness Area
- OHV Open Area
- ▲ Existing Kiosk

Land Ownership

- Department of Defense
- Bureau of Land Management
- County/Local Government
- State

N

0 1.25 2.5 5

Miles

Inventory Completed: 10/3/2018
Data subject to change based on monitoring, adaptive management, and the routine business of BLM

Appendix H Appendix I Appendix J

APPENDIX H

CONFORMANCE WITH CONSERVATION AND MANAGEMENT ACTIONS

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LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Biological Resources	LUPA-BIO-1	Conduct a habitat assessment (see Glossary of Terms) of Focus and BLM Special Status Species' suitable habitat for all activities and identify and/or delineate the DRECP vegetation types, rare alliances, and special features (e.g., Aeolian sand transport resources, Joshua tree, microphyll woodlands, carbon sequestration characteristics, seeps, climate refugia) present using the most current information, data sources, and tools (e.g., DRECP land cover mapping, aerial photos, DRECP species models, and reconnaissance site visits) to identify suitable habitat (see Glossary of Terms) for Focus and BLM Special Status Species. If required by the relevant species specific CMAs, conduct any subsequent protocol or adequate presence/absence surveys to identify species occupancy status and a more detailed mapping of suitable habitat to inform siting and design considerations. If required by relevant species specific CMAs, conduct analysis of percentage of impacts to suitable habitat and modeled suitable habitat.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Resource is not within the buffer identified in the CMA, since existing routes are not considered suitable habitat New Disturbance: Implementation activities (re-routes) that may disturb habitats would require habitat assessments	Existing route disturbance (existing 2006 WEMO baseline) is not suitable habitat. Thus, when "no" is indicated for existing disturbance the CMA does not appiy. This is true for the entire baseline route network within the WEMO Planning Area. The CMA only applies for the new disturabnce.
		• BLM will not require protocol surveys in sites determined by the designated biologist to be unviable for occupancy of the species, or if baseline studies inferred absence during the current or previous active season.			
		Utilize the most recent and applicable assessment protocols and guidance documents for vegetation types and jurisdictional waters and wetlands that have been approved by BLM, and the appropriate responsible regulatory agencies, as applicable.			
	LUPA-BIO-2	Designated biologist(s) (see Glossary of Terms), will conduct, and oversee where appropriate, activity-specific required biological monitoring during pre-construction, construction, and decommissioning to ensure that avoidance and minimization measures are appropriately implemented and are effective. The appropriate required monitoring will be determined during the environmental analysis and BLM approval process. The designated biologist(s) will submit monitoring reports directly to BLM.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Resource is not within the buffer identified in the CMA, since existing routes are not considered suitable habitat New Disturbance: Implementation activities (re-routes) that would disturb habitat require a designated biologist to do monitoring	
Resource Setback Standards	LUPA-BIO-3	Resource setbacks (see Glossary of Terms) have been identified to avoid and minimize the adverse effects to specific biological resources. Setbacks are not considered additive and are measured as specified in the applicable CMA. Allowable minor incursions (see Glossary of Terms), as per specific CMAs do not affect the following setback measurement descriptions. Generally, setbacks (which range in distances for different biological resources) for the appropriate resources are measured from:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Resource is not within the buffer identified in the CMA, since existing routes are not considered suitable habitat New Disturbance: Implementation activities (re-routes) that would disturb habitat require a designated biologist to do monitoring. Implementation of re-routes could impact the Mojave River and would be assessed before the time of occurrence.	
		• The edge of each of the DRECP desert vegetation types, including but not limited to those in the riparian or wetland vegetation groups (as defined by alliances within the vegetation type descriptions and mapped based on the vegetation type habitat assessments described in LUPA-BIO-1).			
		• The edge of the mapped riparian vegetation or the Federal Emergency Management Agency (FEMA) 100-year floodplain, whichever is greater, for the Mojave River.			
		• The edge of the vegetation extent for specified Focus and BLM sensitive plant species.			
		• The edge of suitable habitat or active nest substrates for the appropriate Focus and BLM Special Status Species.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Seasonal Restrictions	LUPA-BIO-4	For activities that may impact Focus and BLM Special Status Species, implement all required species-specific seasonal restrictions on pre- construction, construction, operations, and decommissioning activities.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Three seasonal route restriction occur for raptor nesting New Disturbance: Implementation activities (re-routes) that would disturb habitat require a designated biologist to do monitoring	Seasonal closures do not apply, because species affected by route network have adapted to existing system.
		Species-specific seasonal restriction dates are described in the applicable CMAs.			
		Alternatively, to avoid a seasonal restriction associated with visual disturbance, installation of a visual barrier may be evaluated on a case-by-case basis that will result in the breeding, nesting, lambing, fawning, or roosting species not being affected by visual disturbance from construction activities subject to seasonal restriction. The proposed installation and use of a visual barrier to avoid a species seasonal restriction will be analyzed in the activity/project specific environmental analysis.			
Worker Education	LUPA-BIO-5	All activities, as determined appropriate on an activity-by-activity basis, will implement a worker education program that meets the approval of the BLM. The program will be carried out during all phases of the project (site mobilization, ground disturbance, grading, construction, operation, closure/decommissioning or project abandonment, and restoration/reclamation activities). The worker education program will provide interpretation for non-English speaking workers, and provide the same instruction for new workers prior to their working on site. As appropriate based on the activity, the program will contain information about:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing disturbed routes will not require worker education unless restoration activity increase disturbance. New Disturbance: New ground disturbing and implementation activities must to conform to this CMA and provide worker education. Will also require dust abatement for restoration and implementation activities.	
		• Site-specific biological and nonbiological resources.			
		• Information on the legal protection for protected resources and penalties for violation of federal and state laws and administrative sanctions for failure to comply with LUPA CMA requirements intended to protect site-specific biological and nonbiological resources.			
		• The required LUPA and project-specific measures for avoiding and minimizing effects during all project phases, including but not limited to resource setbacks, trash, speed limits, etc.			
		• Reporting requirements and measures to follow if protected resources are encountered, including potential work stoppage and requirements for notification of the designated biologist.			
		• Measures that personnel can take to promote the conservation of biological and nonbiological resources.			
Subsidized Predators Standards	LUPA-BIO-6	Subsidized predator standards, approved by BLM, in coordination with the USFWS and CDFW, will be implemented during all appropriate phases of activities, including but not limited to renewable energy activities, to manage predator food subsidies, water subsidies, and breeding sites including the following:	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Existing disturbed routes will require raven management strategies and waste education. New Disturbance: Implementation activities (re-routes) that would disturb habitat require a designated biologist to do monitoring	
		• Common Raven management actions will be implemented for all activities to address food and water subsidies and roosting and nesting sites specific to the Common Raven. These include identification of monitoring reporting procedures and requirements; strategies for refuse management; as well as design strategies			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• The application of water and/or other palliatives for dust abatement in construction areas and during project operations and maintenance will be done with the minimum amount of water necessary to meet safety and air quality standards and in a manner that prevents the formation of puddles, which could attract wildlife and wildlife predators.			
		• Following the most recent national policy and guidance, BLM will take actions to not introduce, disperse of, or release any non- native species into areas of native habitat, suitable habitat, and natural or artificial waterways/water bodies containing native species.			
		All activity work areas will be kept free of trash and debris. Particular attention will be paid to "micro-trash" (including such small items as screws, nuts, washers, nails, coins, rags, small electrical components, small pieces of plastic, glass or wire, and any debris or trash that is colorful or shiny) and organic waste that may subsidize predators. All trash will be covered, kept in closed containers, or otherwise removed from the project site at the end of each day or at regular intervals prior to periods when workers are not present at the site.			
		• In addition to implementing the measures above on activity sites, each activity will provide compensatory mitigation that contributes to LUPA-wide raven management.			
Restoration of Areas Disturbed by Construction Activities But Not Converted by Long-Term Disturbance	LUPA-BIO-7	Where DRECP vegetation types or Focus or BLM Special Status Species habitats may be affected by ground- disturbance and/or vegetation removal during pre-construction, construction, operations, and decommissioning related activities but are not converted by long-term (i.e., more than two years of disturbance, see Glossary of Terms) ground disturbance, restore these areas following the standards, approved by BLM authorized officer, following the most recent BLM policies and procedures for the vegetation community or species habitat disturbance/impacts as appropriate, summarized below:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Only applies to new development New Disturbance: New development activities must conform to this CMA	
		• implement site-specific habitat restoration actions for the areas affected including specifying and using:			
		o The appropriate seed (e.g., certified weed- free, native, and locally and genetically appropriate seed)			
		o Appropriate soils (e.g., topsoil of the same original type on site or that was previously stored by soil type after being salvaged during excavation and construction activities)			
		o Equipment			
		o Timing (e.g., appropriate season, sufficient rainfall)			
		o Location			
		o Success criteria			
		o Monitoring measures			
		o Contingency measures, relevant for restoration, which includes seeding that follows BLM policy when on BLM administered lands.			
		• Salvage and relocate cactus, nolina, and yucca from the site prior to disturbance using BLM protocols. To the maximum extent practicable for short-term disturbed areas (see Glossary of Terms), the cactus and yucca will be re-planted back to the original site.			
		• Restore and reclaim short-term (i.e. 2 years or less, see Glossary of Terms) disturbed areas, including pipelines, transmission projects, staging areas, and short-term construction-related roads immediately or during the most biologically appropriate season as determined in the activity/project specific environmental analysis and decision, following completion of construction activities to reduce the amount of habitat converted at any one time and promote recovery to natural habitats and vegetation as well as climate refugia and ecosystem services such carbon storage.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
General Closure and Decommissioning Standards	LUPA-BIO-8	All activities that are required to close and decommission the site (e.g., renewable energy activities) will specify and implement project-specific closure and decommissioning actions that meet the approval of BLM, and that at a minimum address the following:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Specifying and implementing the methods, timing (e.g., criteria for triggering closure and decommissioning actions), and criteria for success (including quantifiable and measureable criteria).			
		• Recontouring of areas that were substantially altered from their original contour or gradient and installing erosion control measures in disturbed areas where potential for erosion exists.			
		• Restoring vegetation as well as soil profiles and functions that will support and maintain native plant communities, associated carbon sequestration and nutrient cycling processes, and native wildlife species.			
		• Vegetation restoration actions will identify and use native vegetation composition, native seed composition, and the diversity to values commensurate with the natural ecological setting and climate projections.			
Water and Wetland Dependent Species Resources	LUPA-BIO-9	Implement the following general LUPA CMA for water and wetland dependent resources • Implement construction site standard practices to prevent toxic chemicals, hazardous materials, and other fluids from entering vegetation type streams, washes, and tributary networks through water runoff, erosion, and sediment transport by, at a minimum, implementing the following:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		o On project sites, vehicles and other equipment will be maintained in proper working condition and only stored in designated containment areas where runoff is collected or controlled and that are located outside of streams, washes, and distributary networks to minimize accidental fluids and hazardous materials spills.			
		o Hazardous material leaks, spills, or releases will be immediately cleaned and equipment will be repaired upon identification. Removal and disposal of spill and related clean-up materials will occur at an approved off-site landfill.			
		o Maintenance and operations vehicles will carry the appropriate equipment and materials to isolate, clean up, and repair any hazardous material leaks, spills, or releases.			
		• Activity-specific drainage, erosion, and sedimentation control actions, which meet the approval of BLM and the applicable regulatory agencies, will be carried out during all appropriate phases of the approved project. These actions, as needed, will address measures to ensure the proper protection of water quality, site-specific stormwater and sediment retention, and design of the project to minimize site disturbance, including the following:			
		o Identify site-specific surface water runoff patterns and implement measures to prevent excessive and unnatural soil deposition and erosion.			
		o Implement measures to maintain natural drainages and to maintain hydrologic function in the event drainages are disturbed.			
		o Reduce the amount of area covered by impervious surfaces through use of permeable pavement or other pervious surfaces. Direct runoff from impervious surfaces into retention basins.			
		o Stabilize disturbed areas following grading in the manner appropriate to the soil type so that wind or water erosion is minimized.			
		o Minimize irrigation runoff by using low or no irrigation native vegetation landscaping for landscaped retention basins.			
		o Conduct regular inspections and maintenance of long-term erosion control measures to ensure long-term effectiveness.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		o Project applicants for sites that may affect intermittent and perennial streams, springs, swales, ephemeral washes, wetland vegetation, other DRECP water land covers, or sites occupied by aquatic or riparian Focus and BLM Special Status Species due to groundwater or surface water extraction will conduct hydrologic studies during project planning to determine the potential effect of groundwater and surface water extraction on the hydrologic unit. These studies will include both watershed effects as well as effects on perched, alluvial, and regional aquifers. Projects that are likely to affect ground-water resources in a manner that would result in substantial loss of riparian or wetland communities or habitat for riparian or aquatic Focus and BLM Special Status Species are prohibited.			
		o The use of evaporation ponds for water management will be avoided when the water could harm birds or other terrestrial wildlife due to constituents of concern present in the wastewater (e.g., selenium, hypersalinity, etc.). Evaporation ponds will be configured to minimize attractiveness to shorebirds (e.g., maintain water depths over two feet; maintain steep slopes along edge; enclose evaporation ponds in long-term structures; or obscure evaporation ponds from view using materials that blend in with the natural surroundings).			
		• Ramps that allow the egress of wildlife from ponds or other water management infrastructure will be installed.			
Standard Practices for Weed Management	LUPA-BIO-10	Consistent with BLM state and national policies and guidance, integrated weed management actions, will be carried out during all phases of activities, as appropriate, and at a minimum will include the following:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Thoroughly clean the tires and undercarriage of vehicles entering or reentering the project site to remove potential weeds.			
		• Store project vehicles on site in designated areas to minimize the need for multiple washings whenever vehicles re-enter the project site.			
		• Properly maintain vehicle wash and inspection stations to minimize the introduction of invasive weeds or subsidy of invasive weeds.			
		• Closely monitor the types of materials brought onto the site to avoid the introduction of invasive weeds and non-native species.			
		• Reestablish native vegetation quickly on disturbed sites.			
		• Monitor and quickly implement control measures to ensure early detection and eradication of weed invasions to avoid the spread of invasive weeds and non-native species on site and to adjacent off-site areas.			
		• Use certified weed-free mulch, straw, hay bales, or equivalent fabricated materials for installing sediment barriers.			
Nuisance Animals and Invasive Species	LUPA-BIO-11	Implement the following CMAs for controlling nuisance animals and invasive species:	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Pesticide use does not occur on project site for existing routes. New Disturbance: Pesticide use does not occur on project site for re-routes or staging areas	
		• No fumigant, treated bait, or other means of poisoning nuisance animals including rodenticides will be used in areas where Focus and BLM Special Status Species are known or suspected to occur.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Manage the use of widely spread herbicides and do not apply herbicides effective against dicotyledonous plants within 1,000 feet from the edge of a 100-year floodplain, stream and wash channels, and riparian vegetation or to soils less than 25 feet from the edge of drains. Exceptions will be made when targeting the base and roots of invasive riparian species such as tamarisk and Arundo donax (giant reed). Manage herbicides consistent with the most current national and California BLM policies.			
		• Minimize herbicide, pesticide, and insecticide treatment in areas that have a high risk for groundwater contamination.			
		• Clean and dispose of pesticide containers and equipment following professional standards. Avoid use of pesticides and cleaning containers and equipment in or near surface or subsurface water.			
		• When near surface or subsurface water, restrict pesticide use to those products labeled safe for use in/near water and safe for aquatic species of animals and plants.			
Noise	**LUPA-BIO-12**	For activities that may impact Focus or BLM Special Status Species, implement the following LUPA CMA for noise:	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Existing noise does not have significant impacts from WMRNP. New Disturbance: New disturbance is not proposed by the WMRNP and thus this impact does not occur	
		• To the extent feasible, and determined necessary by BLM to protect Focus and BLM sensitive wildlife species, locate stationary noise sources that exceed background ambient noise levels away from known or likely locations of and BLM sensitive wildlife species and their suitable habitat.			
		• implement engineering controls on stationary equipment, buildings, and work areas including sound-insulation and noise enclosures to reduce the average noise level, if the activity will contribute to noise levels above existing background ambient levels.			
		• Use noise controls on standard construction equipment including mufflers to reduce noise			
General Siting and Design	**LUPA-BIO-13**	implement the following CMA for project siting and design	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network. New Disturbance: Type of land use does not occur for future WMRNP actions	The listed areas in the CMA are outside of the WEMO Planning Area
		• To the maximum extent practicable site and design projects to avoid impacts to vegetation types, unique plant assemblages, climate refugia as well as occupied habitat and suitable habitat for Focus and BLM Special Status Species (see "avoid to the maximum extent practicable" in Glossary of Terms).			
		• The siting of projects along the edges (i.e. general linkage border) of the biological linkages identified in Appendix D (Figures D-1 and D-2) will be configured (1) to maximize the retention of microphyll woodlands and their constituent vegetation type and inclusion of other physical and biological features conducive to Focus and BLM Special Status Species' dispersal, and (2) informed by existing available information on modeled focus and BLM Special Status Species habitat and element occurrence data, mapped delineations of vegetation types, and based on available empirical data, including radio telemetry, wildlife tracking sign, and road-kill information. Additionally, projects will be sited and designed to maintain the function of F Special Status Species connectivity and their associated habitats in the following linkage and connectivity areas:			
		o Within a 5-mile-wide linkage across Interstate 10 centered on Wiley's Well Road to connect the Mule and McCoy mountains (the majority of this linkage is within the Chuckwalla ACEC and Mule-McCoy Linkage ACEC) .			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		o Within a 3-mile-wide linkage across Interstate 10 to connect the Chuckwalla and Palen mountains.			
		o Within a 1.5-mile-wide linkage across Interstate 10 to connect the Chuckwalla Mountains to the Chuckwalla Valley east of Desert Center.			
		o The confluence of Milpitas Wash and Colorado River floodplain within 2 miles of California State Route 78 (this linkage is entirely within the Chuckwalla ACEC) .			
		• Delineate the boundaries of areas to be disturbed using temporary construction fencing and flagging prior to construction and confine disturbances, project vehicles, and equipment to the delineated project areas to protect vegetation types and focus and BLM Special Status Species.			
		• Long-term nighttime lighting on project features will be limited to the minimum necessary for project security, safety, and compliance with Federal Aviation Administration requirements and will avoid the use of constant-burn lighting.			
		• All long-term nighttime lighting will be directed away from riparian and wetland vegetation, occupied habitat, and suitable habitat areas for Focus and BLM Special Status Species. Long- term nighttime lighting will be directed and shielded downward to avoid interference with the navigation of night-migrating birds and to minimize the attraction of insects as well as insectivorous birds and bats to project infrastructure.			
		• To the maximum extent practicable (see Glossary of Terms), restrict construction activity to existing roads, routes, and utility corridors to minimize the number and length/size of new roads, routes, disturbance, laydown, and borrow areas.			
		• To the maximum extent practicable (see Glossary of Terms), confine vehicular traffic to designated open routes of travel to and from the project site, and prohibit, within project boundaries, cross- country vehicle and equipment use outside of approved designated work areas to prevent unnecessary ground and vegetation disturbance.			
		• To the maximum extent practicable(see Glossary of Terms) , construction of new roads and/or routes will be avoided within Focus and BLM Special Status Species suitable habitat within identified linkages for those Focus and BLM Special Status Species, unless the new road and/or route is beneficial to minimize net impacts to natural or ecological resources of concern. These areas will have a goal of "no net gain" of project roads and/or routes			
		• To the maximum extent practicable (see Glossary of Terms), any new road and/or route considered within Focus and BLM Special Status Species suitable habitat within identified linkages for those Focus and BLM Special Status Species will not be paved so as not to negatively affect the function of identified linkages.			
		• Use nontoxic road sealants and soil stabilizing agents.			
Biology: General Standard Practices	**LUPA-BIO-14**	Implement the following general standard practices to protect Focus and BLM Special Status Species:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing WMRNP New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Feeding of wildlife, leaving of food or trash as an attractive nuisance to wildlife, collection of native plants, or harassing of wildlife on a site is prohibited.			
		• Any wildlife encountered during the course of an activity, including construction, operation, and decommissioning will be allowed to leave the area unharmed.			
		• Domestic pets are prohibited on sites. This prohibition does not apply to the use of domestic animals (e.g., dogs) that may be used to aid in official and approved monitoring procedures/protocols, or service animals (dogs) under Title II and Title III of the American with Disabilities Act.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• All construction materials will be visually checked for the presence of wildlife prior to their movement or use. Any wildlife encountered during the course of these inspections will be allowed to leave the construction area unharmed.			
		• All steep-walled trenches or excavations used during the project will be covered, except when being actively used, to prevent entrapment of wildlife. If trenches cannot be covered, they will be constructed with escape ramps, following up-to-date design standards to facilitate and allow wildlife to exit, or wildlife exclusion fencing will be installed around the trench(s) or excavation(s). Open trenches or other excavations will be inspected by a designated biologist immediately before backfilling, excavation, or other earthwork.			
		• Minimize natural vegetation removal through implementation of crush and drive or cut or mow vegetation rather than removing entirely.			
	LUPA-BIO-15	Use state-of-the-art, as approved by BLM, construction and installation techniques, appropriate for the specific activity/project and site, that minimize new site disturbance, soil erosion and deposition, soil compaction, disturbance to topography, and removal of vegetation.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing WMRNP New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Activity-Specific Bird and Bat CMAs	LUPA-BIO-16	For activities that may impact Focus and BLM sensitive birds, protected by the ESA and/or Migratory Bird Treaty Act of 1918, and bat species, implement appropriate measures as per the most up-to-date BLM state and national policy and guidance, and data on birds and bats, including but not limited to activity specific plans and actions. The goal of the activity -specific bird and bat actions is to avoid and minimize direct mortality of birds and bats from the construction, operation, maintenance, and decommissioning of the specific activities.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Fencing design standards will meet bird and bat guidelines New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		Activity-specific measures to avoid and minimize impacts may include, but are not limted to:			
		• Siting and designing activities will avoid high bird and bat movement areas that separate birds and bats from their common nesting and roosting sites, feeding areas, or lakes and rivers.			
		• For activities that impact bird and bat Focus and BLM Special Status Species, during project siting and design, conducting monitoring of bird and bat presence as well as bird and bat use of the project site using the most current survey methods and best procedures available at the time.			
		• Reusing or co-locating new transmission facilities and other ancillary facilities with existing facilities and disturbed areas to reduce habitat destruction and avoid additional collision risks.			
		• Reducing bird and bat collision hazards by utilizing techniques such as unguyed monopole towers or tubular towers. Where the use of guywires is unavoidable, demarcate guywires using the best available methods to minimize avian species strikes.			
		• When fencing is necessary, use bird and bat compatible design standards.			
		• Using lighting that does not attract birds and bats or their prey to project sites including using non-steady burning lights (red, dual red and white strobe, strobe-like flashing lights) to meet Federal Aviation Administration requirements, using motion or heat sensors and switches to reduce the time when lights are illuminated, using appropriate shielding to reduce horizontal or skyward illumination, and avoiding the use of high-intensity lights (e.g., sodium vapor, quartz, and halogen).			
		• Implementing a robust monitoring program to regularly check for wildlife carcasses, document the cause of mortality, and promptly remove the carcasses.			

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Incorporating a bird and bat use and mortality monitoring program during operations using current protocols and best procedures available at time of monitoring			
Activity-Specific Bird and Bat CMAs	LUPA-BIO-17	For activities that may result in mortality to Focus and BLM Special-Status bird and bat species, a Bird and Bat Conservation Strategy (BBCS) will be prepared with the goal of assessing operational impacts to bird and bat species and incorporating methods to reduce documented mortality. The BBCS actions for impacts to birds and bats during these activities will be determined by the activity-specific bird and bat operational actions. The strategy shall be approved by BLM in coordination with USFWS. and CDFW as appropriate, and may include, but is not limited to:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: No direct impact to Focus and BLM Special-Status bird and bat species from existing routes and does not require BBCS. New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Incorporating a bird and bat use and mortality monitoring program during operations using current protocols and best procedures available at time of monitoring.			
		• Activity-specific operational avoidance and minimization actions that reduce the level of mortality on the populations of bird and bat species, such as:			
		o Use techniques that minimize attraction of birds to hazardous situations that are mistaken to be or simulate natural habitats (e.g., bodies of water).			
		o Implement operational management techniques that minimize impacts to migratory birds during diurnal and seasonal cycles (e.g., positioning of heliostats to decrease surface area exposed to avian species).			
		o Evaluation and installation of the best available bird and bat detection and deterrent technologies available at the time of construction.			
		Known Important Focus and BLM Special Status bird areas are:			
		• Dry lakes and playas of the north Mojave region, which include China Lake, Koehn Lake, Harper Lake, and Searles Lake (as shown in the Audubon Important Bird Areas in Appendix D)			
		• Antelope Valley (as shown in the Audubon Important Bird Areas in Appendix D)			
		• Lower Colorado River Valley (as shown in the Audubon Important Bird Areas in Appendix D)			
		• The Salton Sea and bordering areas including agricultural land of the Imperial Valley (as shown in the Audubon Important Bird Areas in Appendix D)			
		• Documented avian movement corridors along the north slope of the San Gabriel and San Bernardino mountain ranges			
		• Other regionally important seasonal use areas and migratory corridors identified in future studies or otherwise documented in the scientific literature over the term of the LUPA			
		The following provides the DRECP vegetation type, and Focus and BLM Special Status Species biological CMAs to be implemented throughout the LUPA Decision Area.			
		Riparian and Wetland Vegetation Types and Associated Species (RIPWET)			
		Riparian Vegetation Types			
		• Madrean Warm Semi-Desert Wash Woodland/Scrub			
		• Mojavean Semi-Desert Wash Scrub			
		• Sonoran-Coloradan Semi-Desert Wash Woodland/Scrub			
		• Southwestern North American Riparian Evergreen and Deciduous Woodland			
		• Southwestern North American Riparian/Wash Scrub			
		Wetland Vegetation Types			
		• Arid west freshwater emergent marsh			
		• Californian Warm Temperate Marsh/Seep			
		• North American Warm Desert Alkaline Scrub and Herb Playa and Wet Flat			

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Southwestern North American Salt Basin and High Marsh			
		Riparian and Wetland Bird Focus Species			
		• Willow Flycatcher			
		• Southwestern Willow Flycatcher			
		• Least Bell's Vireo			
		• Western Yellow-billed Cuckoo			
		• Yuma Clapper Rail			
		• California Black Rail			
		• Tricolored Blackbird			
		Fish Focus Species			
		• Desert pupfish			
		• Mohave Tui Chub			
		• Owens Tui Chub			
		• Owens Pupfish			
Other Riparian & Wetland Focus Species: Tehachapi Slender Salamander	**LUPA-BIO-RIPWET-1**	The riparian and wetland DRECP vegetation types and other features listed in **Table 17** will be avoided to the maximum extent practicable, except for allowable minor incursions (see Glossary of Terms for "avoidance to the maximum extent practicable" and "minor incursion") with the specified setbacks.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Demonstrated through analysis and/or implementation activities in the EIS that significant impacts will not occur. New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		For minor incursion (see "minor incursion" in the Glossary of Terms) to the DRECP riparian vegetation types, wetland vegetation types, or encroachments on the setbacks listed in **Table 17**, the hydrologic function of the avoided riparian or wetland communities will be maintained.			
		• Minor incursions in the riparian and wetland vegetation types or other features including the setbacks listed in **Table 17** will occur outside of the avian nesting season, February 1 through August 31 or otherwise determined by BLM, USFWS and CDFW if the minor incursion(s) is likely to result in impacts to nesting birds.			
	LUPA-BIO-RIPWET-2	Hydrologic function of the following DRECP vegetation types will be maintained: North American Warm Desert Alkaline Scrub and Herb Playa and Wet Flat, Southwestern North American Salt Basin and High Marsh, and other undifferentiated wetland-related land covers (i.e., "Playa," "Wetland," and "Open Water").	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
BLM Special Status Riparian Bird Species	**LUPA-BIO-RIPWET-3**	For activities that occur within 0.25 mile of a riparian or wetland DRECP vegetation type and may impact BLM Special Status riparian and wetland birds species, conduct a pre-construction/activity nesting bird survey for BLM Special Status riparian and wetland birds according to agency-approved protocols.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance. Type of land use does not occur for existing West Mojave Route Network New Disturbance: During the breeding season BLM will not adversely affect BLM Special Status riparian and wetland bird species. New implementation and ground disturbing activities must conform to this CMA (re-routes).	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Based on the results of the nesting bird survey above, setback activities that are likely to impact BLM Special Status riparian and wetland bird species, including but not limited to pre-construction, construction and decommissioning, 0.25 mile from active nests Special Status during the breeding season (February 1 through August 31 or otherwise determined by BLM, USFWS and CDFW). For activities in areas covered by this provision that occur during the breeding season and that last longer than one week, nesting bird surveys may need to be repeated, as determined by BLM, in coordination with USFWS and CDFW, as appropriate. No pre-activity nesting bird surveys are necessary for activities occurring outside of the breeding season.			
Federally Listed Fish Species	LUPA-BIO-RIPWET-4	Setback pre-construction, construction, and decommissioning activities and other activities that may impact federally listed fish species, 0.25 mile from the edge of existing or newly discovered occurrences of federally listed fish species, except for minor incursions (see Glossary of Terms).	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Demonstrate in the EIS how it will/will not affect the focus species. If adverse effects are found in analysis then comply with CMA. Waiting on genetic testing for Tui Chub, which is the only possible affected federally listed fish species. New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Demonstrate neutral or beneficial long-term hydrologic effects on federally listed fish species and the adjoining riparian and wetland habitat prior to seeking authorization for and commencing a minor incursion.			
	LUPA-BIO-RIPWET-5	Site and design activities to fully avoid operational impacts to existing and newly discovered occurrences of federally listed fish species.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Tehachapi Slender Salamander	LUPA-BIO-RIPWET-6	Avoid pre-construction, construction, and decommissioning activities or other activities that may impact the Tehachapi slender salamander within 0.25 mile of existing or newly discovered occurrences of or suitable habitat for Tehachapi slender salamander, except for minor incursions (see Glossary of Terms).	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-RIPWET-7	Construct culverts or other suitable below-grade crossings for new or improved roadways that bisect suitable habitat for the Tehachapi Slender Salamander.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Construct barriers to reduce at-grade crossings along new or improved roadways that bisect suitable habitat.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Dune DRECP Vegetation Types, Aeolian Processes and Associated Species (DUNE): Aeolian Processes	LUPA-BIO-DUNE-1	Because DRECP sand dune vegetation types and Aeolian sand transport corridors are, by definition, shifting resources, activities that potentially occur within or bordering the sand dune DRECP vegetation types and/or Aeolian sand transport corridors must conduct studies to verify the location [refer to Appendix D, Figure D-7] and extent of the sand resource(s) for the activity-specific environmental analysis to determine:	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
–		• Whether the proposed activity(s) occur within a sand dune or an Aeolian sand transport corridor			
		• If the activity(s) is subject to dune/Aeolian sand transport corridor CMAs			
		• If the activity(s) needs to be reconfigured to satisfy applicable avoidance requirements			
	LUPA-BIO-DUNE-2	Activities that potentially affect the amount of sand entering or transported within Aeolian sand transport corridors will be designed and operated to:	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Maintain the quality and function of Aeolian transport corridors and sand deposition zones, unless related to maintenance of existing [at the time of the DRECP LUPA ROD] facilities/operations/activities			
		• Avoid a reduction in sand-bearing sediments within the Aeolian system			
		• Minimize mortality to DUNE associated Focus and BLM Special Status Species			
	LUPA-BIO-DUNE-3	Any facilities or activities that alter site hydrology (e.g., sediment barrier) will be designed to maintain continued sediment transport and deposition in the Aeolian corridor in a way that maintains the Aeolian sorting and transport to downwind deposition zones. Site designs for maintaining this transport function must be approved by BLM in coordination with USFWS and CDFW as appropriate.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Mohave Fringe-Toed Lizard	LUPA-BIO-DUNE-4	Dune formations and other sand accumulations (i.e., sand ramps, sand sheets) with suitable habitat characteristics for the Mojave fringe-toed lizard (i.e., unconsolidated blow-sand) will be mapped according to mapping standards established by the BLM National Operations Center.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance. Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		For minor incursions (see "minor incursion" in the Glossary of Terms) into sand dunes and sand transport areas the activity will be sited in the mapped zone with the least impacts to sand dunes and sand transport and Mojave fringe-toed lizards.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-DUNF-5	If suitable habitat characteristics are identified during the habitat assessment, clearance surveys (see Glossary of Terms) for Mojave fringe-toed lizard will be performed in suitable habitat areas.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		The following CMAs will be implemented for bat Focus and BLM Special Status Species, including but not limited to those listed below:			
		• California Leaf-nosed Bat			
		• Pallid Bat			
		• Townsend's Big-eared Bat			
Bat Species (BAT)	LUPA-BIO-BAT-1	Activities, except wind projects, will not be sited within 500 feet of any occupied maternity roost or presumed occupied maternity roost as described below. Refer to CMA **DFA-VPL-BIO-BAT-1** for distances within DFAs and VPLs.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: WMRNP has already taken this action New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-BAT-2	Mines will be assumed to be occupied bat roosts, unless appropriate surveys for bat use have been conducted during all seasons (including maternity, lekking or swarming, and winter use). Mines not considered potential bat roosts are only those that have no structure/workings (adits or shafts or crevices out of view).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Conformance is demonstrated through the EIS New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		The following CMAs will be implemented for all plant Focus and BLM Special Status Species, including but not limited to those listed below			
		• Alkali mariposa-lily			
		• Bakersfield cactus			
		• Barstow woolly sunflower			
		• Desert cymopterus			
		• Little San Bernardino Mountains linanthus			
		• Mojave monkeyflower			
		• Mojave tarplant			
		• Owens Valley checkerbloom			
		• Parish's daisy			
		• Triple-ribbed milk-vetch			
Plant Species (PLANT): Plant Focus and BLM Special Status Species CMAs	LUPA-BIO-PLANT-1	Conduct properly timed protocol surveys in accordance with the BLM's most current (at time of activity) survey protocols for plant Focus and BLM Special Status Species.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance. Project not within the range or habitat of these species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	Surveys will be completed for new ground disturbance

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-PLANT-2	Implement an avoidance setback of 0.25 mile for all Focus and BLM Special Status Species occurrences. Setbacks will be placed strategically adjacent to occurrences to protect ecological processes necessary to support the plant Species (see Appendix Q, Baseline Biology Report, in the Proposed LUPA and Final EIS [2015], or the most recent data and modeling).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Compacting existing routes are not suitable habitats, and do not adversly affect special status species plants within .25 mile buffer of existing routes New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	Setbacks will be adhered to for new disturbance (re-routes)
	LUPA-BIO-PLANT-3	Impacts to suitable habitat for Focus and BLM Special Status plant species should be avoided to the extent feasible, and are limited [capped] to a maximum of 1% of their suitable habitat throughout the entire LUPA Decision Area. The baseline condition for measuring suitable habitat is the DRECP modeled suitable habitat for these species utilized in the EIS analysis (2014 and 2015), or the most recent suitable habitat modeling.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• For those plants with Species Specific DFA Suitable Habitat Impact Caps listed in **Table 23**, those caps apply in the DFAs only. Refer to CMA DFA-PLANT-1.			
Special Vegetation Features (SVF)	LUPA-BIO-SVF-1	For activity-specific NEPA analysis, a map delineating potential sites and habitat assessment of the following special vegetation features is required: Yucca clones, creosote rings, Saguaro cactus, Joshua tree woodland, microphyll woodland, Crucifixion thorn stands. BLM guidelines for mapping/surveying cactus, yuccas, and succulents shall be followed.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-SVF-2	Yucca clones larger than 3 meters in diameter (longest diameter if the clone forms an ellipse rather than a circular ring) shall be avoided.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-SVF-3	Creosote bush rings (see Glossary of Terms) larger than 5 meters in diameter (longest diameter if the "ring" forms an ellipse rather than a circle) shall be avoided.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-SVF-4	Saguaro cactus should be managed in such a way as to provide long-term habitat for the California populations not just individual plants, except in DFAs.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-SVF-5	Joshua tree woodland (*Yucca brevifolia* Woodland Alliance): Impacts to Joshua tree woodlands (see Glossary of Terms) will be avoided to the maximum extent practicable (see Glossary of Terms), except for minor incursions (see Glossary of Terms).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-SVF-6	Microphyll woodland: impacts to microphyll woodland (see Glossary of Terms) will be avoided, except for minor incursions (see Glossary of Terms).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-SVF-7	Crucifixion thorn stands: (*Castela emoryi* Shrubland Special Stands) Crucifixion thorn stands with greater than 100 individuals will be avoided.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
General Vegetation Management (VEG)	LUPA-BIO-VEG-1	Management of cactus, yucca, and other succulents will adhere to current up-to-date BLM policy.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-VEG-2	Promote appropriate levels of dead and downed wood on the ground, outside of campground areas, to provide wildlife habitat, seed beds for vegetation establishment, and reduce soil erosion, as determined appropriate on an activity-specific basis.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-VEG-3	Allow for the collection of plant material consistent with the maintenance of natural ecosystem processes.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-VEG-4	Within the Bishop Field Office area, provide yearlong protection of endangered, threatened, candidate, and sensitive plant and animal habitats. Yearlong protection means that no discretionary actions which would adversely affect target resources will be allowed.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-VEG-5	All activities will follow applicable BLM state and national regulations and policies for salvage and transplant of cactus, yucca, other succulents, and BLM Sensitive plants.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-VEG-6	BLM may consider disposal of succulents through public sale, as per current up-to-date state and national policy.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Project not within the range or habitat of this species, because existing route network is not suitable habitat New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Individual Focus Species (IFS): Desert Tortoise	LUPA-BIO-IFS-1	Activities within desert tortoise linkages, identified in Appendix D, that may have a negative impact on the linkage will require an evaluation, in the environmental document(s), of the effects on the maintenance of long- term viable desert tortoise populations within the affected linkage. The analysis will consider the amount of suitable habitat, including climate refugia, required to ensure long-term viability within each linkage given the linkage's population density, long-term demographic and genetic needs, degree of existing habitat disturbance/impacts, mortality sources, and most up-to-date population viability modeling. Activities that would compromise the long-term viability of a linkage population or the function of the linkage, as determined by the BLM in coordination with USFWS and CDFW, are prohibited and will require reconfiguration or re-siting.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Demonstrated in the EIS that route designations will not ave significant impacts on desert tortoise linkages New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-IFS-2	Construction of new roads and/or routes will be avoided to the maximum extent practicable (see Glossary of Terms) within desert tortoise habitat in tortoise conservation areas (TCAs) or tortoise linkages identified in Appendix D, unless the new road and/or route is beneficial to minimize net impacts to natural or ecological resources of concern for desert tortoise. TCAs and identified linkages should have the goal of "no net gain" of road density.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: New roads/routes are not being designated New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		Any new road considered within a TCA or identified linkage will not be paved and will be designed and sited to minimize the effect to the function of identified linkages or local desert tortoise populations and shall have a maximum speed limit of 25 miles per hour.			
		Roads requiring the installation of long-term desert tortoise exclusion fencing for construction or operation will incorporate wildlife underpasses (e.g., culverts) to reduce population fragmentation.			
	LUPA-BIO-IFS-3	All culverts for access roads or other barriers will be designed to allow unrestricted access by desert tortoises and will be large enough that desert tortoises are unlikely to use them as shelter sites (e.g., 36 inches in diameter or larger). Desert tortoise exclusion fencing may be utilized to direct tortoise use of culverts and other passages.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	This is a BLM standard management practice.
	LUPA-BIO-IFS-4	In areas where protocol and clearance surveys are required (see Appendix D), prior to construction or commencement of any long-term activity that is likely to adversely affect desert tortoises, desert tortoise exclusion fencing shall be installed around the perimeter of the activity footprint (see Glossary of Terms) in accordance with the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS protocol. Additionally, short-term desert tortoise exclusion fencing will be installed around short-term construction and/or activity areas (e.g., staging areas, storage yards, excavations, and linear facilities), as appropriate, per the Desert Tortoise Field Manual (USFWS 2009) or most up-to-date USFWS protocol.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Exemption from desert tortoise protocol survey requirements can be obtained from BLM, in coordination with USFWS, and CDFW as applicable, on a case-by-case basis if a designated biologist determines the activity site does not contain the elements of desert tortoise habitat, is unviable for occupancy, or if baseline studies inferred absence during the current or previous active season.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Construction of desert tortoise exclusion fences will occur during the time of year when tortoise are less active in order to minimize impacts and to accommodate subsequent desert tortoise surveys. Any exemption or modification of desert tortoise exclusion fencing requirements will be based on the specifics of the activity and the site-specific population and habitat parameters. Sites with low population density and disturbed, fragmented, or poor habitat are likely to be candidates for fencing requirement exemptions or modifications. Substitute measures, such as on-site biological monitors in the place of the fencing requirement, may be required, as appropriate.			
		• After an area is fenced, and until desert tortoises are removed, the designated biologist is responsible for ensuring that desert tortoises are not being exposed to extreme temperatures or predators as a result of their pacing the fence. Remedies may include the use of shelter sites placed along the fence, immediate translocation, removal to a secure holding area, or other means determined by the BLM, USFWS, and CDFW, as applicable.			
		• Modification or elimination of the above requirement may also be approved if the activity design will allow retention of desert tortoise habitat within the footprint. If such a modification is approved, modified protective measures may be required to minimize impacts to desert tortoises that may reside within the activity area.			
		• Immediately prior to desert tortoise exclusion fence construction, a designated biologist (see Glossary of Terms) will conduct a clearance survey of the fence alignment to clear desert tortoises from the proposed fence line's path.			
		• All desert tortoise exclusion fencing will incorporate desert tortoise proof gates or other approved barriers to prevent access of desert tortoises to work sites through access road entry points.			
		• Following installation, long-term desert tortoise exclusion fencing will be inspected for damage quarterly and within 48 hours of a surface flow of water due to a rain event that may damage the fencing.			
		• All damage to long-term or short-term desert tortoise exclusion fencing will be immediately blocked to prevent desert tortoise access and repaired within 72 hours.			
	LUPA-BIO-IFS-5	Following the clearance surveys (see Glossary of Terms) within sites that are fenced with long-term desert tortoise exclusion fencing a designated biologist (see Glossary of Terms) will monitor initial clearing and grading activities to ensure that desert tortoises missed during the initial clearance survey are moved from harm's way.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		A designated biologist will inspect construction pipes, culverts, or similar structures: (a) with a diameter greater than 3 inches, (b) stored for one or more nights, (c) less than 8 inches aboveground and (d) within desert tortoise habitat (such as, outside the long-term fenced area), before the materials are moved, buried, or capped.			
		As an alternative, such materials shall be capped before storing outside the fenced area or placing on pipe racks. Pipes stored within the long-term fenced area after completing desert tortoise clearance surveys will not require inspection.			
	LUPA-BIO-IFS-6	When working in areas where protocol or clearance surveys are required (see Appendix D), biological monitoring will occur with any geotechnical boring or geotechnical boring vehicle movement to ensure no desert tortoises are killed or burrows are crushed.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: Type of land use does not occur for existing West Mojave Route Network	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-IFS-7	A designated biologist (see Glossary of Terms) will accompany any geotechnical testing equipment to ensure no tortoises are killed and no burrows are crushed.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: Type of land use does not occur for existing West Mojave Route Network	
	LUPA-BIO-IFS-8	Inspect the ground under the vehicle for the presence of desert tortoise any time a vehicle or construction equipment is parked in desert tortoise habitat outside of areas fenced with desert tortoise exclusion fencing. If a desert tortoise is seen, it may move on its own. If it does not move within 15 minutes, a designated biologist may remove and relocate the animal to a safe location.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Already being implemented through current BLM managment New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-IFS-9	Vehicular traffic will not exceed 15 miles per hour within the areas not cleared by protocol level surveys where desert tortoise may be impacted.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Already being implemented through current BLM managment New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Flat-Tailed Horned Lizard	LUPA-BIO-IFS-10	Comply with the conservation goals and objectives, criteria, and management planning actions identified in the most recent revision of the Flat-tailed Horned Lizard Rangewide Management Strategy (RMS). Activities will include appropriate design features using the most current information from the RMS and RMS Interagency Coordinating Committee to minimize adverse impacts during siting, design, pre-construction, construction, operation, and decommissioning; ensure that current or potential linkages and habitat quality are maintained; reduce mortality; minimize other adverse impacts during operation; and ensure that activities have a neutral or positive effect on the species.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Flat-tailed horned lizard not found in WEMO Planning Area New Disturbance: Flat-tailed horned lizard not found in WEMO Planning Area	
Bendire's Thrasher	LUPA-BIO-IFS-11	If Bendire's thrasher is present, conduct appropriate activity-specific biological monitoring (see Glossary of Terms) to ensure that Bendire's thrasher individuals are not directly affected by operations (i.e., mortality or injury, direct impacts on nest, eggs, or fledglings).	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Bendire's thrasher not found in WEMO Planning Area New Disturbance: Bendire's thrasher not found in WEMO Planning Area	
Burrowing Owl	LUPA-BIO-IFS-12	If burrowing owls are present, a designated biologist (see Glossary of Terms) will conduct appropriate activity-specific biological monitoring (see Glossary of Terms) to ensure avoidance of occupied burrows and establishment of the 656 feet (200 meter) setback to sufficiently minimize disturbance during the nesting period on all activity sites, when practical.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Burrowing owl not found within 656 feet of existing WMRNP New Disturbance: New ground disturbing and implemenation activities with affects to burrowing owls must conform to this CMA	
	LUPA-BIO-IFS-13	If burrows cannot be avoided on-site, passive burrow exclusion by a designated biologist (see Glossary of Terms) through the use of one-way doors will occur according to the specifications in Appendix D or the most up-to-date agency BLM or CDFW specifications. Before exclusion, there must be verification that burrows are empty as specified in Appendix D or the most up-to-date BLM or CDFW protocols. Confirmation that the burrow is not currently supporting nesting or fledgling activities is required prior to any burrow exclusions or excavations.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Burrowing owl burrows are not found on routes for existing WMRNP New Disturbance: New ground disturbing and implemenation activities with affects to burrowing owls must conform to this CMA (re-routes)	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-IFS-14	Activity-specific active translocation of burrowing owls may be considered, in coordination with CDFW.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Burrowing owl not not currently disturbed by WMRNP New Disturbance: New ground disturbing and implemenation activities with affects to burrowing owls must conform to this CMA (re-routes)	
California Condor	LUPA-BIO-IFS-15	All activities will be designed and sited in a manner to avoid or minimize the likelihood of contact, injury, and mortality of California condors. If a condor is identified at a site, the BLM biological staff and USFWS will be immediately notified for guidance.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-16	Flight activity (e.g., surveys, construction, as well as operation and maintenance activities) related to any activities will not be allowed in the airspace extending to 3,000 feet above condor nest sites.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-17	In the range of the California condor, structures supported by guy wires will be marked with recommended bird deterrent devices at the appropriate spacing intervals.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-18	In the range of the California condor, all equipment and work-related materials that are potentially hazardous to condors, including but not limited to items that can be ingested, picked up, or carried away (e.g., loose-wires, open containers with fluids, some construction materials, etc.) will be kept in closed containers either in the work area or placed inside vehicles when they are not being used and at the end of every work day.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-19	In the range of the California condor, when feasible, ethylene glycol-based anti-freeze or other ethylene glycol-based liquid substances will be avoided, and propylene glycol-based antifreeze will be used. Vehicles and equipment using ethylene glycol based substances will be inspected before and after field use as well as during storage on sites for leaks and puddles. Standing fluid will be remediated without unnecessary delay.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-20	Activities that are determined to have a potential risk of taking condors will implement the best detect, deter, and curtailment strategy available at the time of the activity to minimize adverse effects, and avoid or minimize the likelihood of condor injury and mortality. (An example of a 2015 curtailment strategy is shutting down wind generation operations when condor(s) are present, or wind generation facilities switching to night operations only). The strategy must be approved by the BLM and USFWS, in coordination with CDFW as appropriate.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-21	If condors begin to regularly visit a site, BLM may require, in coordination with USFWS, and CDFW as appropriate, the implementation of additional measures to minimize potential impacts to condors. These measures will be based on best available data, activity and areas specifics, and may include, but are not limited to:	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Barriers, including welded wire fabric or hardware cloth, will be installed to prevent access around any facility element that poses a danger to condors.			
		• Stainless steel lines, rather than poly chemical lines will be used to preclude condors from obtaining and ingesting pieces of poly chemical lines.			
		• Landing deterrents attached to the walking perching substrates, such as porcupine wire or Daddi Long Legs ®.			
	LUPA-BIO-IFS-22	Operations and/or activities that reach an activity-specified trigger for condor injury and/or mortality as determined by BLM and USFWS, and CDFW as appropriate, will curtail operations and/or activities using best available techniques, as determined by BLM and USFWS, and CDFW as appropriate. (An example of a 201S curtailment strategy is shutting down wind generation operations when condor(s) are present, or wind generation facilities switching to night operations only.) If curtailment techniques are not viable or available, then operations and/or activities will be suspended until the injury and/or condor mortality issue is resolved to the satisfaction of BLM and USFWS, and CDFW, as appropriate.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
	LUPA-BIO-IFS-23	in the range of the California condor, if an activity may have an impact on California condors, a Condor Operations Strategy (COS) will be developed and implemented on a activity-specific basis in order to avoid and/or reduce the likelihood of injury and mortality from activities. The COS shall be approved by BLM in coordination with USFWS, and CDFW as appropriate for third party activities, and may include, but is not limited, to detailing specifics on: the activity-specific detect, deter and curtailment strategy; monitoring approach to detect condor use of the site; adaptive management approach if condors are found to visit the site; and, activity-specific measures that assist in the recovery of condor.	Existing Disturbance: No New Disturbance: No	California Condor do not nest in the WEMO planning area, but are known to fly through the planning area. FWS stated that new ground disturbing and activities that could affect this linkage would require consultation and possible CMA conformance.	
Golden Eagle	LUPA-BIO-IFS-24	Provide protection from loss and harassment of active golden eagle nests through the following actions:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: WEMO does not propose new activities within 1-mile of any active or alternative golden eagle nest within an active golden eagle territory New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Activities that may impact nesting golden eagles, will not be sited or constructed within 1-mile of any active or alternative golden eagle nest within an active golden eagle territory, as determined by BLM in coordination with USFWS as appropriate.			
	LUPA-BIO-IFS-25	Cumulative loss of golden eagle foraging habitat within a 1 to 4 mile radius around active or alternative golden eagle nests (as identified or defined in the most recent USFWS guidance and/or policy) will be limited to less than 20%. See **CONS-BIO-IFS-5** for the requirement in Conservation Lands.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: All existing disturbance within 0 to 4 mile radius is less than 20% New Disturbance: New ground disturbing and implementation activities that increase disturbance to over 20% must conform to this CMA	
	LUPA-BIO-IFS-26	For activities that impact golden eagles, applicants will conduct a risk assessment per the applicable USFWS guidance (e.g. the Eagle Conservation Plan Guidance) using best available information as well as the data collected in the pre-project golden eagle surveys.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing disturbance does not impact nests New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-IFS-27	If a permit for golden eagle take is determined to be necessary, an application will be submitted to the USFWS in order to pursue a take permit.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Permits for take fo golden eagle will not occur for the WMRNP New Disturbance: If a permit for a golden eagle take is necessary for future disturbance, BLM must conform to this CMA	
	LUPA-BIO-IFS-28	In order to evaluate the potential risk to golden eagles, the following activities are required to conduct 2 years of pre-project golden eagle surveys in accordance with USFWS Eagle Conservation Plan Guidance as follows:	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Permits for take fo golden eagle will not occur for the WMRNP New Disturbance: If a permit for a golden eagle take is necessary, BLM must conform to this CMA	
		• Wind projects and solar projects involving a power tower			
		• Other activities for which the BLM, in coordination with USFWS, and CDFW as appropriate, determines take of golden eagle is reasonably foreseeable or there is a potential for take of golden eagle			
	LUPA-BIO-IFS-29	For active nests with recreational conflicts that risk the occurrence of take, provide public notification (e.g., signs) of the sensitive area and implement seasonal closures as appropriate.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: No existing routes are expected to have recreational conflicts that would result in a take New Disturbance: If a recreational conflict arises for the WMRNP that could result in a take, BLM must conform to this CMA	
	LUPA-BIO-IFS-30	For activities where ongoing take of golden eagles is anticipated, develop advanced conservation practices per USFWS Eagle Conservation Plan Guidance.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: WMRNP will not result in ongoing take New Disturbance: New ground disturbing and implementation-level activities (re-routes) that will result in ongoing take must conform to this CMA	
	LUPA-BIO-IFS-31	As determined necessary by BLM in coordination with USFWS, and CDFW as appropriate, for activities/projects that are likely to impact golden eagles implement site-specific golden eagle mortality monitoring in support of the pre-construction, pre-activity risk assessment surveys.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing route network is not likely to result in an increae in golden eagle mortality New Disturbance: New ground disturbing and implementation-level activities (re-routes) that are likely to impact golden eagle mortality must conform to this CMA	
Swainson's Hawk	LUPA-BIO-IFS-32	Avoid use of rodenticides and insecticides within five miles of active Swainson's hawk nest.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: If occurs in Antelope Valley, determine in EIS that effects will not occur	
Desert Bighorn Sheep	LUPA-BIO-IFS-33	Access to, and use of, designated water sources for desert bighorn sheep will not be impeded by activities in designated and new utility corridors.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: Type of land use does not occur for existing West Mojave Route Network	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-IFS-34	Transmission projects and new utility corridors will minimize effects on access to, and use of, designated water sources for desert bighorn sheep.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: Type of land use does not occur for existing West Mojave Route Network	
Mohave Ground Squirrel	LUPA-BIO-IFS-35	Protocol surveys (see Glossary of Terms) are required for activities in Mohave ground squirrel key population centers and linkages as indicated in Appendix D. Results of protocol surveys will be provided to BLM and CDFW to consult on, as appropriate, for third party activities.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network that impact key population centers and linkages New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	Confirm with Carrie's anaylsis
	LUPA-BIO-IFS-36	Activities in Mohave ground squirrel key population centers, as identified in Appendix D, requiring an Environmental Impact Statement are required to assess the effect of the activity on the long term function of the affected key population center.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Demonstrate in EIS tha significant impacts are not likely to occur New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Activities within a key population center, as identified in Appendix D, must be designed to avoid adversely impacting the long-term function of the affected key population center.			
	LUPA-BIO-IFS-37	Activities in key population centers will be sited in previously disturbed areas, areas of low habitat quality and in areas with low habitat intactness, to the maximum extent practicable (see Glossary of Terms).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing route network is sited in previously disturbed areas New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-IFS-38	Disturbance of suitable habitat from activities, requiring an EA or EIS, within the Mohave ground squirrel key population centers and linkages (as identified in Appendix D) will not occur during the typical dormant season (August 1 through February 28) unless absence is inferred and supported by protocol surveys or other available data during the previous active season.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-IFS-39	During the typical active Mohave ground squirrel season (February 1 through August 31), conduct clearance surveys throughout the site, immediately prior to initial ground disturbance in the areas depicted in Appendix D. In the cleared areas, perform monitoring to determine if squirrels have entered cleared areas. Contain ground disturbance to within areas cleared of squirrels.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Detected occurrences of Mohave ground squirrel will be flagged and avoided, with a minimum avoidance area of 50 feet, until the squirrels have moved out of harm's way. A designated biologist (see Glossary of Terms) may also actively move squirrels out of harm's way.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-BIO-IFS-40	Activities sited in a Mohave ground squirrel linkage (see Appendix D) that may impact the linkage are required to analyze the potential effects on connectivity through the linkage. The activity must be designed to maintain the function of the linkage after construction/implementation and during project/activity operations. Linkage function will be assessed by considering pre- and post-activity ability of the area to support resident Mohave ground squirrels and provide for dispersal of their offspring to key population centers outside the linkage, and dispersal through the linkage between key population centers.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		Activities that occur in Mohave ground squirrel linkages shown in Appendix D must be configured and located in a manner that does not diminish Mohave ground squirrel populations in the linkage.			
	LUPA-BIO-IFS-41	For any ground-disturbing (e.g., vegetation removal, earthwork, trenching) activities, occurrences of Mohave ground squirrel will be flagged and avoided, with a minimum avoidance area of 50 feet, until the squirrels have moved out of harm's way. A designated biologist (see Glossary of Terms) may also actively move squirrels out of harm's way.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	LUPA-BIO-IFS-42	Rodenticides will not be used to manage rodents on activity within the range of the Mohave ground squirrel. Use of rodenticide inside of buildings is allowed.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Compensation	LUPA-BIO-COMP-1	Impacts to biological resources, identified and analyzed in the activity specific environmental document, from activities in the LUPA Decision Area will be compensated using the standard biological resources compensation ratio, except for the biological resources and specific geographic locations listed as compensation ratio exceptions, specifics in CMAs **LUPA-BIO-COMP-2** through **-4**, and previously listed CMAs. Compensation acreage requirements may be fulfilled through non-acquisition (i.e., restoration and enhancement), land acquisition (i.e., preserve), or a combination of these options, depending on the activity specifics and BLM approval/authorization.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Compensation not required for existing disturbance New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		Compensation for the impacts to designated desert tortoise critical habitat will be in the same critical habitat unit as the impact (see **Table 18**). Compensation for impacts to desert tortoise will be in the same recovery unit as the impact.			
		Refer to CMA **LUPA-COMP-1** and **2** for the timing requirements for initiation or completion of compensation.			
	LUPA-BIO-COMP-2	Birds and Bats – The compensation for the mortality impacts to bird and bat Focus and BLM Special Status Species from activities will be determined based on monitoring of bird and bat mortality and a fee re-assessed every 5 years to fund compensatory mitigation. The initial compensation fee for bird and bat mortality impacts will be based on pre-project monitoring of bird use and estimated bird and bat species mortality from the activity. The approach to calculating the operational bird and bat compensation is based on the total replacement cost for a given resource, a Resource Equivalency Analysis. This involves measuring the relative loss to a population (debt) resulting from an activity and the productivity gain (credit) to a population from the implementation of compensatory mitigation actions. The measurement of these debts and gains (using the same "bird years" metric as described in Appendix D) is used to estimate the necessary compensation fee.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: Bird and bats impacts do not occur for existing West Mojave Route Network New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		Each activity, as determined appropriate by BLM in coordination with USFWS, and CDFW as applicable, will include a monitoring strategy to provide activity-specific information on mortality effects on birds and bats in order to determine the amount and type of compensation required to offset the effects of the activity, as described above and in detail in Appendix D. Compensation will be satisfied by restoring, protecting, or otherwise improving habitat such that the carrying capacity or productivity is increased to offset the impacts resulting from the activity. Compensation may also be satisfied by non-restoration actions that reduce mortality risks to birds and bats (e.g., increased predator control and protection of roosting sites from human disturbance). Compensation will be consistent with the most up to date DOI mitigation policy.			
	LUPA-BIO-COMP-3	Golden eagle – BLM and third-party initiated activities, will provide specific golden eagle compensation in accordance with the most up to date BLM or USFWS policies, including applicable USFWS Eagle Conservation Plan Guidance.	Existing Disturbance: Yes New Disturbance: Yes	Existing Disturbance: Analyzed in the EIS; No effect. All nests located in areas underneath 10 and 20% disturbance. New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes) to compensation requirements	
	LUPA-BIO-COMP-4	Golden eagle – Third-party applicant/activity proponents are required to contribute to a DRECP-wide golden eagle monitoring program, if the activity/project(s) has been determined, through the environmental analysis, to likely impact golden eagles.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: BLM is not third-party New Disturbance: BLM is not third-party	
Air Resources	LUPA-AIR-1	All activities must meet the following requirements:	Yes	Conformance is demonstrated through the EIS	
		• Applicable National Ambient Air Quality Standards (Section 109)			
		• State Implementation Plans (Section 110)			
		• Control of Pollution from Federal Facilities (Section 118) including non-point source			
		• Prevention of Significant Deterioration, including visibility impacts to mandatory Federal Class I Areas (Section 160 et seq.)			
		• Conformity Analyses and Determinations (Section 176[c])			
		• Apply best management practices on a case by case basis			
		• Applicable local Air Quality Management Jurisdictions (e.g., 403 SCAQMD)	No		
	LUPA-AIR-2	Because project authorizations are a federal undertaking, air quality standards for fugitive dust may not exceed local standards and requirements.	No	Type of land use does not occur within WMRNP	There are no NAAQS or CAAQS standards for fugitive dust. Fugitive dust is a pre-cursor to PM-10 and not a criteria pollutent alone.
	LUPA-AIR-3	Where impacts to air quality may be significant under NEPA, requiring analysis through an Environmental Impact Statement, require documentation for activities to include a detailed discussion and analysis of Ambient Air Quality conditions (baseline or existing), National Ambient Air Quality Standards, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project (including cumulative and indirect impacts and greenhouse gas emissions). This content is necessary to disclose the potential impacts from temporary or cumulative degradation of air quality. The discussion will include a description and estimate of air emissions from potential construction and maintenance activities, and proposed mitigation measures to minimize net PM_{10} and $PM_{2.5}$ emissions. The documentation will specify the emission sources by pollutant from mobile sources, stationary sources, and ground disturbance. A Construction Emissions Mitigation Plan will be developed.	Yes	Conformance is demonstrated through the EIS	A Conformtiy determination would have required the development of a Construction Emission Mitigation Plan.
	LUPA-AIR-4	Because fugitive dust is the number one source of PM_{10} and $PM_{2.5}$ emissions in the Mojave and Sonoran Deserts, fugitive dust impacts to air quality must be analyzed for all activities/projects requiring an Environmental Impact Statement and Environmental Assessment.	Yes	Conformance is demonstrated through the EIS	Fugitive dust is a pre-cursor material for PM-10 and not a pre-cursor material for PM-2.S! Fugitive dust is much larger than 2.S microns. Predictive modelling is always required as part of a NEPA analysis to determine if emissions would exceed NAAQS de minimus standards.

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• The NEPA air quality analysis may include modelling of the sources of PM10 and PM2.5 that occur prior to construction and/or ground disturbance from the activity/project, and show the timing, duration and transport of emissions off site. When utilized, the modeling will also identify how the generation and movement of PM10 and PM2.5 will change during and after construction and/or ground disturbance of the activity/project under all activity/project specific NEPA alternatives. The BLM air resource specialist and Authorizing Officer will determine if modelling is required as part of the NEPA analysis based on estimated types and amounts of emissions.			
	LUPA-AIR-5	A fugitive Dust Control Plan will be developed for all projects where the NEPA analysis shows an impact on air quality from fugitive dust.	No	Type of land use does not occur within WMRNP	BMPs for AQ are designed to minimize the production of fugitive dust and other pre-cursors materials. Use more restrictive, project specific BMPs for AQ if the potential for fugitive dust is greater based on soils and geomorphology.
		II.4.2.1.3 Comprehensive Trails and Travel Management			
		Components of a Designated Travel Network			
		In 2006, the BLM issued Instruction Memorandum No. 2006-173, which established policy for the use of terms and definitions associated with the management of transportation-related linear features. It also set a data standard and a method for storing electronic transportation asset data. According to the memorandum, all transportation assets are defined as follows:			
		• Road: A linear route declared a road by the owner, managed for use by low-clearance vehicles having four or more wheels, and maintained for regular and continuous use. These may include ROW roads granted by the BLM to other entities.			
		• Primitive Road: A linear route managed for use by four-wheel drive or high-clearance vehicles. These routes do not normally meet any BLM road design standards.			
		• Trail: A linear route managed for human-powered, stock, or OHV forms of transportation or for historical or heritage values. Trails are not generally managed for use by four-wheel drive or high-clearance vehicles.			
		Designated Roads, Primitive Roads, and Trails are categorized as follows:			
		• Tier 1: Roads and Primitive Roads with high values for commercial, recreational, casual uses, and/or to provide access to other recreation activities.			
		• Tier 2: Roads and Primitive Roads with high values for recreation and other motorized access (i.e., important through routes).			
		• Tier 3: Primitive Roads and Trails with high value for motorized and non-motorized recreational pursuits (i.e., spur routes).			
		Off-Highway Vehicle Management			
		OHVs are synonymous with off-road vehicles. As defined in 43 CFR 8340.0-5 (a): Off-road vehicle means any motorized/battery-powered vehicle capable of, or designed for, travel on or immediately over land, water, or other natural terrain.			
		In accordance with 43 CFR 8342.1, the BLM's regulations for OHV management, "the authorized officer shall designate all public lands as open, limited, or closed to [OHVs]." As such, all public lands within the Planning Area have been designated in one of three OHV designation categories, as follows:			
		• Open Area Designations are used for intensive OHV or other transportation use areas where there are no special restrictions or where there are no compelling resource protection needs, user conflicts, or public safety issues to warrant limiting cross-country travel.			
		• Limited Area Designations are used where travel must be restricted to meet specific resource/resource use objectives. For areas classified as limited, the BLM must consider a range of possibilities, including travel that will be limited to the following:			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		o Types or modes of travel, such as foot, equestrian, bicycle, and motorized			
		o Existing roads and trails			
		o Time or season of use; limited to certain types of vehicles (OHVs, motorcycles, all-terrain vehicles, high clearance, etc.); limited to licensed or permitted vehicles or use			
		o BLM administrative use only			
		o Other types of limitations			
		• Closed Area Designations prohibit vehicular travel, both motorized and mechanized, transportation cross-country and on routes, except for where valid rights continue to allow access, such as within a designated Wilderness Area. Areas are designated closed if closure to all vehicular use is necessary to protect resources, promote visitor safety, or reduce use conflicts.			
		Back Country Byways Program			
		The BLM developed the Back County Byway Program to complement the National Scenic Byway Program established by the U.S. Secretary of Transportation. Back County Byways highlight the spectacular nature of the western landscapes. These routes vary from narrow graded roads that are passable only during a few months of the year to two-lane paved highways with year-round access.			
		BLM will comply with the policy and guidelines of the BLM Back Country Byway Program and intent to showcase routes with high scenic and outstanding natural, cultural, historic or other values consistent with the designation. Where appropriate and feasible, BLM will highlight the spectacular nature of the western landscapes through education and interpretation along linear travel routes which provide recreational driving opportunities that allow for the experiences of solitude and isolation by:			
		• Maintaining or improving access to BLM recreational destinations and activities			
		• Helping meet the increasing demand for pleasure driving in back country environments.			
		• Facilitating effective partnerships at the local, state, and national levels			
		• Contributing to local and regional economies through increased tourism			
		• Increasing public awareness of the availability of outstanding recreation attractions on public lands			
		• Enhancing the visitors' recreation experience and communicate the multiple-use management message through an effective wayside interpretive program			
		• Increasing the visibility of BLM as a major supplier of outdoor recreation opportunities			
		• Managing the increased use created through the program to minimize impacts to the environment			
		• Contributing to the National Scenic Byways Program in a way that is uniquely suited to national public lands managed by BLM			
		Back country byways are designated by the type of road and the vehicle needed to safely travel the byway. Some back country byways vary from a single track bike trail to a low speed paved road that traverses back country areas. Segments of Back Country Byways are subdivided into four types based on the characteristic of the road.			
		Due to their remoteness, byway travelers should always inquire locally as to byway access and road conditions.			
		• Type I – Roads are paved or have an all-weather surface and have grades that are negotiable by 2-wheel drive vehicles and passenger cars. Most of these roads are narrow, slow speed, secondary routes though public lands.			

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Type II – Roads that require high-clearance type vehicles such as trucks or 4-wheel drive vehicles. These roads are usually not paved, but may have some type of surfacing. Grades, curves, and road surface are such that they can be negotiated with a 2-wheel drive high clearance vehicle without undue difficulty.			
		• Type III – Roads require 4-wheel drive vehicles or other specialized vehicles such as dirt bikes, all-terrain vehicles (ATVs), etc. These roads are usually not surfaced, but are managed to provide for safety and resource protection needs. These roads can often have steep grades, uneven tread surfaces, and other characteristics that will require specialized vehicles to negotiate usually at slow speeds.			
		• Type IV – Trails are managed specifically to accommodate dirt bike, mountain bike, snowmobile or all-terrain vehicle use. Most of these routes are single track trails.			
LUPA-Wide Conservation and Management Actions for Comprehensive Trails and Travel Management	LUPA-CTTM-1	Maintain and manage adequate Road, Primitive Road, and Trail Access to and within SRMAs, ERMAs, OHV Open Areas, and Level 1, 2, and 3 Recreation Facilities.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CTTM-2	Avoid activities that would have a significant adverse impact on use and enjoyment within 0.5 mile from centerline of tier 2 Roads/Primitive Roads, and 300 feet from centerline of tier 3 primitive roads/trails. If avoidance of Tier 2 and 3 roads, primitive roads and trails is not practicable, relocate access to the same or higher standard and maintain the setting characteristics and access to recreation activities, facilities, and destinations.	No	BLM does not do activities to reduce enjoyment	
	LUPA-CTTM-3	Manage other significant linear features such as Mojave Road, Bradshaw Trail, or other recognized linear features to protect their important recreation activities, experiences and benefits. Prohibit activities that have a significant adverse impact on use and enjoyment within 0.5 mile (from centerline) of such linear features.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CTTM-4	If residual impacts to Tier 1 and Tier 2 roads/primitive roads, Back Country Byways, or significant linear features occur from adjacent DFAs or other activities, commensurate compensation in the form of enhanced recreation operations, access, recreation facilities or opportunities will be required.	Yes	Conformance is demonstrated through the EIS and no adverse impacts occur	
	LUPA-CTTM-5	Manage OHV use per the appropriate Transportation and Travel Management Plan/RMP and/or the SRMA Objectives as outlined in Appendix C as Open, Limited or Closed.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CTTM-6	Manage Back Country Byways as a component of BLM Recreation and Travel and Transportation Management program.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CTTM-7	Manage Recreation Facilities consistent with the objectives for the recreation management areas and facilities (see also Section II.4.2.1.10).	Yes	Conformance is demonstrated through the EIS	
Cultural Resources and Tribal Interests	LUPA-CUL-1	Continue working with the California Office of Historic Preservation (OHP) to develop and implement a program for record keeping and tracking agency actions that meets the needs of BLM and OHP organizations pursuant to existing State and National agreements and regulation (BLM State Protocol Agreement; BLM National Programmatic Agreement).	Yes	Action is taken in the WMRNP through PA and HPMP	
	LUPA-CUL-2	Using relevant archaeological and environmental data, identify priority geographic areas for new field inventory, based upon a probability for unrecorded significant resources and other considerations.	Yes	Action is taken in the WMRNP through PA and/or HPMP	
	LUPA-CUL-3	Identify places of traditional cultural and religious importance to federally recognized Tribes and maintain access to these locations for traditional use.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-4	Design activities to minimize impacts on cultural resources including places of traditional cultural and religious importance to federally recognized Tribes.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-5	Develop interpretive material to correspond with recreational uses to educate the public about protecting cultural resources and avoiding disturbance of archaeological sites.	Yes	Conformance is demonstrated through the EIS	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-CUL-6	Develop partnerships to assist in the training of groups and individuals to participate in site stewardship programs.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-7	Coordinate with visual resources staff to ensure VRM Classes consider cultural resources and tribal consultation to include landmarks of cultural significance to Native Americans (TCPs, trails, etc.).	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-8	Conduct regular contact and consultation with federally recognized Tribes and individuals, consistent with statute, regulation and policy.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-9	Promote DRECP desert vegetation types/communities by avoiding them where possible, then use required compensatory mitigation, off-site mitigation, and other means to ensure Native American vegetation collection areas and practices are maintained.	Yes	Conformance is demonstrated through the EIS	
	LUPA-CUL-10	Promote and protect desert fan palm oasis vegetation type/communities by avoiding where possible, then use required compensatory mitigation, off-site mitigation, and other means to ensure Native American cultural values are maintained.	Yes	Action is taken in the WMRNP where resources are found	
	LUPA-CUL-11	Promote and protect desert microphyll woodland vegetation type/communities to ensure Native American cultural values are maintained.	Yes	Action is taken in the WMRNP where resources are found	
Lands and Realty	LUPA-LANDS-1	Identify acquired lands as right-of-way exclusion areas when development is incompatible with the purpose of the acquisition.	No	Type of land use does not occur within WMRNP	Route Designation not associated with right-of-way
	LUPA-LANDS-2	Prioritize acquisition of land within and adjacent to conservation designation allocations. Acquired land in any land use allocation in this Plan will be managed according to the applicable allocation requirements and/or for the purposes of the acquisition. Management boundaries for the allocation may be adjusted to include the acquired land if the acquisition lies outside the allocation area through a future land use plan amendment process.	No	Type of land use does not occur within WMRNP	Not an acquisition action
	LUPA-LANDS-3	Within land use allocations where renewable energy and ancillary facilities are not allowed, an exception exists for geothermal development. Geothermal development will be an allowable use if a geothermal-only DFA overlays the allocation and the lease includes a no surface occupancy stipulation with exception of three specific parcels in the Ocotillo Wells SRMA (refer to the Ocotillo Wells SRMA Special Unit Management Plan in Appendix C).	No	Type of land use does not occur within WMRNP	Not associated with a renewable or geothermal project
	LUPA-LANDS-4	Nonfederal lands within the boundaries of BLM LUPA land use allocations are not affected by the LUPA.	No	Type of land use does not occur within WMRNP	Not associated with a renewable or geothermal project
	LUPA-LANDS-5	The MUCs used to determine land tenure in the CDCA Plan will be replaced by areas listed in the CMAs below.	No	Type of land use does not occur within WMRNP	Not a Land Tenure Action
	LUPA-LANDS-6	Any activities on Catellus Agreement lands will be consistent with deed restrictions	Yes	When type of land use occurs, utilize deed restrictions	Need to identify if route is on catellus land and identify if restriction exist. Utilize land acquistion layer and check attribute tabel for case number for new route designation in implementation-level decisions. 43419
	LUPA-LANDS-7	Any activities on Catellus Agreement lands will be subject to the approval of the California State Director.	Yes	Need statement in EIS regarding Catellus Lands, and that new route designation and implementation activities that affect Catellus Lands will be evaluated on a case-by-case basis	
	LUPA-LANDS-8	The CDCA Plan requirement that new transmission lines of 161kV or above, pipelines with diameters greater than 12 inches, coaxial cables for interstate communications, and major aqueducts or canals for interbasin transfers of water will be located in designated utility corridors, or considered through the plan amendment process outside of designated utility corridors, remains unchanged. The only exception is that transmission facilities may be located outside of designated corridors within DFAs without a plan amendment. This CMA does not apply the Bishop and Bakersfield RMPs.	No	Type of land use does not occur within WMRNP	Not a transmission line project
Exchanges with the State of California	LUPA-LANDS-8	Continue land exchanges with the State of California, as per the LUPA goals and objectives in Section II.4.1.4. Refer to Appendix F.	No	Type of land use does not occur within WMRNP	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-LANDS-9	Enter into land exchanges with the California State Lands Commission (CSLC) which convey BLM lands suitable for, or developed as, large-scale renewable energy related projects in exchange for CSLC school lands located in and adjacent to designated conservation areas. These exchanges will follow the procedures outlined in Memorandum of Agreement Relating to Land Exchanges to Consolidate Land Parcels signed by the BLM and CSLC on May 21, 2012.	No	Type of land use does not occur within WMRNP	
	LUPA-LANDS-10	Prioritize land exchange proposals from the CSLC on available lands if there are competing land tenure proposals (e.g., land sale or exchange), CSLC proposals that enhance revenues for schools will generally be given priority.	No	Type of land use does not occur within WMRNP	
Livestock Grazing	LUPA-LIVE-1	Adopt the Standards of Rangeland Health and Guidelines for Grazing Management, as detailed below, for the CDCA. This CMA does not apply in the Bishop and Bakersfield RMPs.	Yes	Conformance is demonstrated through the EIS	
		Standards of Rangeland Health and Guidelines for Grazing Management			
		Regional Public Land Health Standards and Guidelines are required for all BLM administered lands in accordance with Part 43 of the CFR subsection 4180. These regulations require that State Directors, in consultation with Resource Advisory Councils, develop Standards for Rangeland Health and Guidelines for grazing management.			The Regional Public Land Health Standards and Guidelines adopted by the State Director and DAC for public rangelands in the CDD must be approved by the Secretary of Interior before they can be fully implemented and enforced. This has yet to occur.
		The BLM in coordination and consultation with the California Desert District Advisory Committee (see Section 601 of the FLPMA as amended) developed standards and guidelines for the CDCA and used the following land use plan amendments to analyze the specific standard and guideline and to provide the public and opportunity to comment.			
		• Northern and Eastern Colorado Desert Management Plan—NECO—ROD signed Dec. 2002 (BLM 2002a)			
		• Northern and Eastern Mojave Desert Management Plan—NEMO—ROD signed Dec. 2002 (BLM 2002b)			
		• West Mojave Plan—WEMO—ROD signed March 2006 (BLM 2006)			
		The regulations require approval by the Secretary of the Interior prior to full implementation of standards and guidelines. Until approval is received, the fallback standards and guidelines will be used.			
		The regulations require approval by the Secretary of the Interior prior to full implementation of the California Desert District standards and guidelines. Until approval is received, the fallback standards and guidelines will be used in the 5 Desert District Offices.			
		Bakersfield and Bishop Field Offices are covered under the Central California Standards and Guidelines and require no additional approval to continue to use that document.			
		Standards and Guidelines for the CDCA			
		Standards of land health are expressions of levels of physical and biological condition or degree of function required for healthy lands and sustainable uses, and define minimum resource conditions that must be achieved and sustained (BLM 2001).			The use of the faliback Standards and Guidelines define the minimum resource conditions that must be achieved and sustained. See 43 CFR 4180.2(f)(1)(i)(ii)(iii)(iv).
		Guideline. A practice, method or technique determined to be appropriate to ensure that standards can be met or that significant progress can be made toward meeting the standard. Guidelines are tools such as grazing systems, vegetative treatments, or improvement projects that help managers and permittees achieve standards. Guidelines may be adapted or modified when monitoring or other information indicates the guideline is not effective, or a better means of achieving the applicable standard becomes appropriate (H-4180-1 Rangeland Health Standards).			
		The following **Standards** for the CDCA are from the NECO, NEMO, WEMO, and Palm Springs South Coast Resource Management Plan (PSSCRMP) land use plan amendments.			
		Soils			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		Soils exhibit infiltration and permeability rates that are appropriate to soil type, climate, geology, land form, and past uses. Adequate infiltration and permeability of soils allow accumulation of soil moisture necessary for optimal plant growth and vigor, and provide a stable watershed, as indicated by:			
		• Canopy and ground cover are appropriate for the site.			
		• There is a diversity of plant species with a variety of root depths.			
		• Litter and soil organic matter are present at suitable sites.			
		• Microbiotic soil crusts are maintained and in place at appropriate locations.			
		• Evidence of wind or water erosion does not exceed natural rates for the site.			
		• Soil permeability, nutrient cycling, and water infiltration are appropriate for the soil type.			
		Native Species			
		Healthy, productive, and diverse habitats for native species, including Special Status Species (federal threatened and endangered, federally proposed, federal candidates, BLM sensitive, or California State threatened and endangered, and Unique Plant Assemblages), are maintained in places of natural occurrence, as indicated by:			
		• Photosynthetic and ecological processes are continuing at levels suitable for the site, season, and precipitation regimes.			
		• Plant vigor, nutrient cycle, and energy flow are maintaining desirable plants and ensuring reproduction and recruitment.			
		• Plant communities are producing litter within acceptable limits.			
		• Age class distribution of plants and animals are sufficient to overcome mortality fluctuations.			
		• Distribution and cover of plant species and their habitats allow for reproduction and recovery from localized catastrophic events.			
		• Alien and noxious plants and wildlife do not dominate a site or do not require action to prevent the spread and introduction of noxious/invasive weeds.			
		• Appropriate natural disturbances are evident.			
		• Populations and their habitats are sufficiently distributed and healthy to prevent the need for new listing as Special Status Species.			
		Riparian/Wetland and Stream Function			
		Wetland systems associated with subsurface, running, and standing water function properly and have the ability to recover from major disturbances. Hydrologic conditions are maintained, as indicated by:			
		• Vegetative cover adequately protects banks and dissipates energy during peak water flows.			
		• Dominant vegetation is an appropriate mixture of vigorous riparian species.			
		• Recruitment of preferred species is adequate to sustain the plant community.			
		• Stable soils store and release water slowly.			
		• Plant species present indicate soil moisture characteristics are being maintained.			
		• There is minimal cover of shallow-rooted invader species, and they are not displacing deep-rooted native species.			
		• Shading of stream courses and water courses is sufficient to support riparian vertebrates and invertebrates.			
		• Stream is in balance with water and sediment being supplied by the watershed.			
		• Stream channel size (depth and width) and meander is appropriate for soils, geology, and landscape.			
		• Adequate organic matter (litter and standing dead plant material) is present to protect the site from excessive erosion and to replenish soil nutrients through decomposition.			
		Water Quality			
		Surface and groundwater complies with objectives of the Clean Water Act and other applicable water quality requirements, including meeting the California State standards, as indicated by:			

LUPA Wide					
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		• The following do not exceed the applicable requirements: chemical constituents, water temperature, nutrient loads, fecal coliform, turbidity, suspended sediment, and dissolved oxygen.			
		• Standards are achieved for riparian, wetlands, and water bodies.			
		• Aquatic organisms and plants (e.g., macro-invertebrates, fish, algae, and plants) indicate support for beneficial uses.			
		• Monitoring results or other data show water quality is meting the Standard.			
		The following **Guidelines** for grazing in the CDCA are from the NECO, NEMO, WEMO, and PSSCRMP land use plan amendments.			
		• Facilities will be located away from riparian-wetland areas whenever they conflict with achieving or maintaining riparian-wetland functions.			
		• The development of springs and seeps or other projects affecting water and associated resources will be designed to protect the ecological functions and processes of those sites.			
		• Grazing activities at an existing range improvement that conflict with achieving proper functioning conditions (PFC) and resource objectives for wetland systems (lentic, lotic, springs, adits, and seeps) would be modified so PFC and resource objectives can be met, and incompatible projects would be modified to bring them into compliance. The BLM would consult, cooperate, and coordinate with affected interests and livestock producers prior to authorizing modification of existing projects and initiation of new projects. New range improvement facilities would be located away from wetland systems if they conflict with achieving or maintaining PFC and resource objectives.			
		• Supplements (e.g., salt licks) will be located one-quarter mile or more away from wetland systems so they do not conflict with maintaining riparian-wetland functions.			
		• Management practices will maintain or promote perennial stream channel morphology (e.g., gradient, width/depth ratio, channel roughness, and sinuosity) and functions that are appropriate to climate and landform.			
		• Grazing management practices will meet state and federal water quality Standards. Impoundments (stock ponds) having a sustained discharge yield of less than 200 gallons per day to surface or groundwater, are excepted from meeting state drinking water standards per California State Water Resources Control Board Resolution Number 88-63.			
		• Refer to the most-up-to-date BLM Fire Policy for information related to suppression and use of wildland fire within the planning area.			
		• In years when weather results in extraordinary conditions, seed germination, seedling establishment, and native plant species growth should be allowed by modifying grazing use.			
		• Grazing on designated ephemeral rangeland could be allowed only if reliable estimates of production have been made, an identified level of annual growth or residue to remain on site at the end of the grazing season has been established, and adverse effects on perennial species are avoided.			
		• During prolonged drought, range stocking will be reduced to achieve resource objectives and/or prescribed perennial forage utilization. Livestock utilization of key perennial species on year-long allotments should be checked about March 1 when the Palmer Severity Drought Index/Standardized Precipitation Index indicates dry conditions are expected to continue.			
		• Through the assessment process or monitoring efforts, the extent of invasive and/or exotic plants and animals should be recorded and evaluated for future control measures. Methods and prescriptions should be implemented, and an evaluation would be completed to ascertain future control measures for undesirable species.			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Restore, maintain or enhance habitats to assist in the recovery of federally listed threatened and endangered species. Restore, maintain or enhance habitats of Special Status Species including federally proposed, federal candidates, BLM sensitive, or California State threatened and endangered to promote their conservation.			
		• Grazing activities should support biological diversity across the landscape, and native species and microbiotic crusts are to be maintained.			
		• Experimental research efforts should be encouraged to provide answers to grazing management and related resource concerns through cooperative and collaborative efforts with outside agencies, groups, and entities.			29-Palms expansion and the translocation of desert toroises in portions of the Ord Mountain Allotment.
		• Livestock utilization limits of key perennial species will be as shown in (see Table 19) for the various range types.			
		Monitoring			
		Monitoring of grazing allotment resource conditions would be routinely assessed to determine if Public Land Health Standards are being met. In those areas not meeting one or more Standards, monitoring processes would be established where none exist to monitor indicators of health until the Standard or resource objective has been attained. Livestock trail networks, grazed plants, livestock facilities, and animal waste are expected impacts in all grazing allotments and these ongoing impacts would be considered during analysis of the assessment and monitoring process. Activity plans for other uses or resources that overlap an allotment could have prescribed resource objectives that may further constrain grazing activities (e.g., ACEC). In an area where a Standard has not been met, the results from monitoring changes to grazing management required to meet Standards would be reviewed annually. During the final phase of the assessment process, the Range Determination includes the schedule for the next assessment of resource conditions. To attain Standards and resource objectives, the best science would be used to determine appropriate grazing management actions. Cooperative funding and assistance from other agencies, individuals, and groups would be sought to collect prescribed monitoring data for indicators of each Standard.			
LUPA-Wide Conservation and Management Actions for Livestock Grazing	**LUPA-LIVE-1**	Adopt the Standards of Rangeland Health and Guidelines for Grazing Management, as detailed below, for the CDCA. This CMA does not apply in the Bishop and Bakersfield RMPs.	Yes	Conformance is demonstrated through the EIS	
	LUPA-LIVE-2	In the CDCA only, accept grazing permit/lease donations in accordance with legislation in the Fiscal Year 2012 Appropriations Act (Public Law 112-74).	Yes		This has only occurred in NFO and RFO to date.
	LUPA-LIVE-3	In the Bishop and Bakersfield RMPs, determine whether continued livestock grazing would be compatible with achieving land use plan management goals and objectives in the event that the permit/lease is relinquished.	No	Type of land use does not occur within WMRNP	
	LUPA-LIVE-4	If the BLM determines that the grazing allotment is to be put to a different public purpose than grazing, follow the notification requirements outline in the Grazing Regulations at 43 CFR 4110.4-2(b) and BLM Instruction Memorandum (IM) 2011-181 (BLM 2011), or future policy replacing IM 2011-181.	Yes	Conformance is demonstrated through the EIS	
	LUPA-LIVE-5	For grazing allotments within the CDCA that BLM has received a voluntary request for relinquishment prior to fiscal year 2012, continue the planning process for making these allotments unavailable for grazing.	Yes	Conformance is demonstrated through the EIS	Two requests in 2005 approved due to the Ft. Irwin expansion.
	LUPA-LIVE-6	Complete the process for approving rangeland health standards and guidelines for the CDCA Plan (NEMO, WEMO, NECO and PSSCRMP).	Yes	Conformance is demonstrated through the EIS	

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-LIVE-7	Make Pilot Knob, Valley View, Cady Mountain, Cronese Lake, and Harper Lake allotments, allocations unavailable for livestock grazing and change to management for wildlife conservation and ecosystem function. Reallocate the forage previously allocated to grazing use in these allotments to wildlife and ecosystem functions. Pilot Knob was closed in the WEMO plan amendment. The Cronese Lake, Harper Lake, and Cady Mountain allotments were closed as mitigation for the impacts to the Agassiz's desert tortoise resulting from the Fort Irwin expansion. All forage allocated to livestock grazing in these allotments will be reallocated to wildlife use and ecosystem function.	Yes	Conformance is demonstrated through the EIS	
	LUPA-LIVE-8	The following vacant grazing allotments within the CDCA will have all vegetation previously allocated to grazing use reallocated to wildlife use and ecosystem functions and will be closed and unavailable to future livestock grazing: Buckhorn Canyon, Crescent Peak, Double Mountain, Jean Lake, Johnson Valley, Kessler Springs, Oak Creek, Chemehuevi Valley, and Piute Valley.	Yes	Conformance is demonstrated through the EIS	
	LUPA-LIVE-9	Allocate the forage that was allocated to livestock use in the Lava Mountain and Walker Pass Desert allotments (which have already been relinquished under the 2012 Appropriations Act) to wildlife use and ecosystem function and permanently eliminate livestock grazing on the allotments.	Yes	Conformance is demonstrated through the EIS	
Minerals	LUPA-MIN-1	High Potential Mineral Areas (identified in CA GEM data)	No	Type of land use does not occur within WMRNP	
		• These areas have been identified as mineral lands having existing and/or historic mining activity and a reasonable probability of future mineral resource development. These identified areas will be designated as mineral land polygons on DRECP maps, recognized as probable future development areas for planning purposes and allowable use areas.			
		• If an activity is proposed in a High Potential Mineral Area, analyze and consider the mineral resource value in the NEPA analysis.			
	LUPA-MIN-2	Existing Mineral/Energy Operations	Yes	Existing authorizations will be maintained and unchanged for the current WMRNP	
		Existing authorized mineral/energy operations, including existing authorizations, modifications, extensions and amendments and their required terms and conditions, are designated as an allowable use within all BLM lands in the LUPA Decision Area, and unpatented mining claims subject to valid existing rights. Amendments and expansions authorized after the signing of the DRECP LUPA ROD are subject to applicable CMAs, including ground disturbance caps within Ecological and Cultural Conservation Areas, subject to valid existing rights, subject to governing laws and regulations.			
	LUPA-MIN-3	Existing High Priority Mineral/Energy Operations Exclusion Areas	No	Type of land use does not occur within WMRNP	
		• Existing high-priority operation footprints and their identified expansion areas are excluded from DFA and conservation CMAs, but must comply with LUPA-wide CMAs subject to the governing laws and regulations.			
		• High priority operation exclusions are referenced by name with their respective footprint (acreage) below.			
		o MolyCorp REE (General Legal Description: 35º 26'N; 115º 29'W)—10,490.9 surface acres			
		o Briggs Au, Etna (General Legal Description: 35º 56'N; 117º 11'W)—3,216.9 surface acres			
		o Cadiz Evaporites (General Legal Description: 34º 17'N; 115º 23'W)—2,591.5 surface acres			
		o Searles Dry Lake (Evaporate) Operation (General Legal Description: 35º 43'N; 117º 19'W)—72,000 surface acres			
		o Bristol Dry Lake (Evaporate) Operation (General Legal Description: 34º 29'N; 115º 43'W)—3,500 surface acres			
		o Mesquite Gold Mine (General Legal Description: 33º 04'N; 114º 59'W)—4,500 surface acres			
		o Hector Mine (Hectorite Clay) (General Legal Description: 34º 45'N; 116º 25'W)—1,500 surface acres			

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		o Castle Mountain/Viceroy Mine (Gold) (General Legal Description: 35º 17'N; 115º 3'W)—5,000 surface acres			
	LUPA-MIN-4	Access to Existing Operations	Yes	Conformance is demonstrated through the EIS	
		• Established designated, approved, or authorized access routes to the aforementioned existing authorized operations and areas will be designated as allowable uses.			
		• Access routes to Plans of Operations and Notices approved under 43 CFR 3809 will be granted subject to valid existing rights listed in 43 CFR 3809.100.			
	LUPA-MIN-5	Areas Located Outside Identified Mineral Areas	No	Type of land use does not occur within WMRNP	
		• Areas which could not be characterized due to insufficient data and mineral potential may fluctuate dependent on market economy, extraction technology, and other geologic information- requiring periodic updating. Authorizations are subject to the governing laws and regulations and LUPA requirements.			
	LUPA-MIN-6	New or expanded mineral operations will be evaluated on a case-by-case basis, and authorizations are subject to LUPA requirements, and the governing laws and regulations.	Yes	BLM standard practices and regulations will be utilized for authorization	
National Recreation Trails	LUPA-NRT-1	The Nadeau Road NRT was designated by the Secretary of the Interior in June 2013. The California Desert District nominates the Sperry Wash Road, El Mirage Interpretive Trail East, and El Mirage Interpretive Trail West for NRT designation.	No	The WMRNP is not designating any NRT routes	
	LUPA-NRT-2	The Nadeau NRT Management Corridor will be protected and activities impacting use and enjoyment of the trail will be avoided within 0.5 mile from centerline of the route.	No	The WMRNP is not designating any NRT routes	
Paleontology	LUPA-PALEO-1	If not previously available, prepare paleontological sensitivity maps consistent with the Potential Fossil Yield Classification for activities prior to NEPA analysis.	Yes	BLM Standard Practice	
	LUPA-PALEO-2	Incorporate all guidance provided by the Paleontological Resources Protection Act.	Yes	BLM Standard Practice	
	LUPA-PALEO-3	Ensure proper data recovery of significant paleontological resources where adverse impacts cannot be avoided or otherwise mitigated.	Yes	BLM Standard Practice	
	LUPA-PALEO-4	Paleontological surveys and construction monitors are required for ground disturbing activities that require an EIS.	No	The WMRNP is not proposing new ground disturbance, however if future new ground disturbing and implementation activities that require an EIS occur for the WMRNP then the BLM must conform to this CMA	
Recreation and Visitor Services	LUPA-REC-1	Maintain, and where possible enhance, the recreation setting characteristics -- physical components of remoteness, naturalness and facilities; social components of contact, group size and evidence of use; and operational components of access, visitor services and management controls.	Yes	Conformance is demonstrated through the EIS	
	LUPA-REC-2	Cooperate with the network of communities and recreation service providers active within the planning area to protect the principal recreation activities and opportunities, and the associated conditions for quality recreation, by enhancing appropriate visitor services, and by identifying and mitigating impacts from development, inconsistent land uses and unsustainable recreation practices such as minimizing impacts to known rockhounding gathering areas.	Yes	Conformance is demonstrated through the EIS	
	LUPA-REC-3	Manage lands not designated as SRMAs or ERMAs to meet recreation and visitor services and resource stewardship needs as described in Resource Management Plans (RMPs).	Yes	Conformance is demonstrated through the EIS	
	LUPA-REC-4	Prohibit activities that have a significant adverse impact and that do not enhance conservation or recreation values within one mile of Level 1 and Level 2 Recreation facility footprint.	No	Level 1 and 2 recreation facilities are not impacted by the WMRNP	
	LUPA-REC-5	Avoid activities that have a significant adverse impact and that do not enhance conservation or recreation values within one-half mile of Level 3 Recreation facility footprint including route access and staging areas. If avoidance is not practicable, the facility must be relocated to the same or higher recreation standard and maintain recreation objectives and setting characteristics.	No	Level 3 recreation facilities are not impacted by the WMRNP	
	LUPA-REC-6	Limit signage to that necessary for recreation facility/area identification, interpretation, education and safety/regulatory enforcement.	Yes	Conformance is demonstrated through the EIS	

LUPA Wide					
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	LUPA-REC-7	Refer to local RMPs, RMP amendments, and activity level planning for specially designated areas for Vehicular Stopping, Parking, and Camping limitations.	Yes	Conformance is demonstrated through the EIS	
	LUPA-REC-8	Provide on-going maintenance of recreation and conservation facilities, interpretive and regulatory signs, roads, and trails.	Yes	Conformance is demonstrated through the EIS	
Soil and Water General	LUPA-SW-1	Stipulations or conditions of approval for any activity will be imposed that provide appropriate protective measures to protect the quantity and quality of all water resources (including ephemeral, intermittent, and perennial water bodies) and any associated riparian habitat (see biological CMAs for specific riparian habitat CMAs). The water resources to which this CMA applies will be identified through the activity-specific NEPA analysis.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-2	Buffer zones, setbacks, and activity limitations specifically for soil and water (ground and surface) resources will be determined on an activity/site-specific basis through the environmental review process, and will be consistent with the soil and water resource goals and objectives to protect these resources . Specific requirements, such as buffer zones and setbacks, may be based, in part, on the results of the Water Supply Assessment defined below. In general, placement of long-term facilities within buffers or protected zones for soil and water resources is discouraged, but may be permitted if soil and water resource management objectives can be maintained.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-3	Where a seeming conflict between CMAs within or between resources arises, the CMA(s) resulting in the most resource protection appiy.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-4	Nothing in the "Exceptions" below applies to or takes precedence over any of the CMAs for biological resources.	No	Type of land use does not occur within WMRNP	Minimal impacts and adequite mitigation may apply on a project specific basis. LUP-SW-4 is to broad based and does not take into consideration site specific projects and the status of biological resources for a specific project that may have minimal impacts to limited biological resources and/or can be adequatly mitigated for limited biological resoirces. This would also tie the hand of the AO's discrestionary authority under the CFRs.
Groundwater Resources	LUPA-SW-5	Exceptions to any of the specific soil and water stipulations contained in this section, as well as those listed below under the subheadings "Soil Resources," "Surface Water," and "Groundwater Resources," may be granted by the authorized officer if the applicant submits a plan, or, for BLM-initiated actions, the BLM provides documentation, that demonstrates:	Yes	Conformance is demonstrated through the EIS	
		• The impacts are minimal (e.g., no predicted aquifer drawdown beyond existing annual variability in basins where cumulative groundwater use is not above perennial yield and water tables are not currently trending downward) or can be adequately mitigated.			
Soil Resources	LUPA-SW-6	In addition to the applicable required governmental safeguards, third party activities will implement up-to-date standard industry construction practices to prevent toxic substances from leaching into the soil.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-7	Prepare an emergency response plan, approved by the BLM contaminant remediation specialist, that ensures rapid response in the event of spills of toxic substances over soils.	Yes	BLM Standard practice	
	LUPA-SW-8	As determined necessary on an activity specific basis, prepare a site plan specific to major soil types present (≥5% of footprint or laydown surfaces) in Wind Erodibility Groups 1 and 2 and in Hydrology Soil Class D as defined by the USDA Natural Resource Conservation Service to minimize water and air erosion from disturbed soils on activity sites.	Yes	Conformance is demonstrated through the EIS	

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	LUPA-SW-9	The extent of desert pavement within the proposed boundary of an activity shall be mapped if it is anticipated that the activity may create erosional or ecologic impacts. Mapping will use the best available data and standards, as determined by BLM. Disturbance of desert pavement within the boundary of an activity shall be limited to the extent possible. If disturbance from an activity is likely to exceed 10% of the desert pavement mapped within the activity boundary, the BLM will determine whether the erosional and ecologic impacts of exceeding the 10% cap by the proposed amount would be insignificant and/or whether the activity should be redesigned to minimize desert pavement disturbance.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-10	The extent of additional sensitive soil areas (cryptobiotic soil crusts, hydric soils, highly corrosive soils, expansive soils, and soils at severe risk of erosion) shall be mapped if it is anticipated that an activity will impact these resources. To the extent possible, avoid disturbance of desert biologically intact soil crusts, and soils highly susceptible to wind and water erosion.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-11	Where possible, side casting shall be avoided where road construction requires cut- and-fill procedures.	Yes	Conformance is demonstrated through the EIS	
Surface Water	LUPA-SW-12	Except in DFAs, exclude long-term structures in, playas (dry lake beds), and Wild and Scenic River corridors, except as allowed with minor incursions (see definition in the Glossary of Terms).	No	Type of land use does not occur within WMRNP	WMRNP does not propose long-term structures
	LUPA-SW-13	BLM will manage all riparian areas to be maintained at, or brought to, proper functioning condition.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-14	All relevant requirements of Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands) will be complied with.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-15	Surface water diversion for beneficial use will not occur absent a state water right.	Yes	Conformance is demonstrated through the EIS	BLM often uses a Statement of Diversion and Use for water diversions or the protection of key water sources. A Statement is technically not considered a State Water Right.
	LUPA-SW-16	The 100-year floodplain boundaries for any surface water feature in the vicinity of the project will be identified. If maps are not available from the Federal Emergency Management Agency (FEMA), these boundaries will be determined via hydrologic modeling and analysis as part of the environmental review process. Construction within, or alteration of, 100-year floodplains will be avoided where possible, and permitted only when all required permits from other agencies are obtained.	Yes	Conformance is demonstrated through the EIS	
Groundwater	LUPA-SW-17	An activity's groundwater extraction shall not contribute to exceeding the estimated perennial yield for the basin in which the extraction is taking place. Perennial yield is that quantity of groundwater that can be withdrawn from the groundwater basin without exceeding the long-term recharge of the basin or unreasonably affecting the basin's physical, chemical, or biological integrity. It is further clarified arithmetically below.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-18	Water extracted or consumptively used for the construction, operation, maintenance, or remediation of the project shall be solely for the beneficial use of the project or its associated mitigation and remediation measures, as specified in approved plans and permits.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-19	Water flow meters shall be installed on all extraction wells permitted by BLM.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-20	After application of applicable avoidance and minimization measures, all remaining unavoidable residual impacts to surface waters from the proposed activity shall be mitigated to ensure no net loss of function and value, as determined by the BLM.	Yes	Conformance is demonstrated through the EIS	
	LUPA-SW-21	Consideration shall be given to design alternatives that maintain the existing hydrology of the site or redirect excess flows created by hardscapes and reduced permeability from surface waters to areas where they will dissipate by percolation into the landscape.	No	Type of land use does not occur within WMRNP	

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	LUPA-SW-22	All hydrologic alterations shall be avoided that could reduce water quality or quantity for all applicable beneficial uses associated with the hydrologic unit in the project area, or specific mitigation measures shall be implemented that will minimize unavoidable water quality or quantity impacts, as determined by BLM in coordination with USFWS, CDFW, and other agencies, as appropriate. These beneficial uses may include municipal, domestic, or agricultural water supply; groundwater recharge; surface water replenishment; recreation; water quality enhancement; flood peak attenuation or flood water storage; and wildlife habitat.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-23	A Water (Groundwater) Supply Assessment shall be prepared in conjunction with the activity's NEPA analysis and prior to an approval or authorization. This assessment must be approved by the BLM in coordination with USFWS, CDFW, and other agencies, as appropriate, prior to the development, extraction, injection, or consumptive use of any water resource. The purpose of the Water Supply Assessment is to determine whether over-use or over-draft conditions exist within the project basin(s), and whether the project creates or exacerbates these conditions. The Assessment shall include an evaluation of existing	No	Type of land use does not occur within WMRNP	
		• All relevant groundwater basins or sub-basins and their relationships.			
		• All known aquifers in the basin(s), including their dimensions, whether confined or unconfined, estimated hydraulic conductivity and transmissivity, groundwater surface elevations, and direction and movement of groundwater.			
		• All surface water basin(s) related to water runoff, delivery, and supply, if different from the groundwater basin(s).			
		• All sites of surface outflow (springs or seeps) contained within the basin(s), including historic sites.			
		• All other surface water bodies in the basins(s), including rivers, streams, ephemeral washes/drainages, lakes, wetlands, playas, and floodplains.			
		• The water requirements of the proposed project and the source(s) of that water.			
		• An analysis demonstrating that water of sufficient quantity and quality is available from identified source(s) for the life of the project.			
		• An analysis of potential project-related impacts on water quality and quantity needed for beneficial uses, reserved water rights, existing groundwater users, or habitat management within or down gradient of the groundwater basin within which the project would be constructed.			
		• The above analyses shall be in the form of a numerical groundwater model. The model extent shall encompass the groundwater basin within which the project would be constructed, and any groundwater-dependent resources within or down gradient of that basin.			
		The primary product of the Water Supply Assessment shall be a baseline water budget, which shall be established based on the best-available data and hydrologic methods for the identified basin(s). This water budget shall classify and describe all water inflow and outflow to the identified basin(s) or system using best-available science and the following basic hydrologic formula or a derivation: $P - R - E - T - G = \Delta S$			
		where P is precipitation and all other water inflow or return flow, R is surface runoff or outflow, E is evaporation, T is transpiration, G is groundwater outflow (including consumptive component of existing pumping), and ΔS is the change in storage. The volumes in this calculation shall be in units of either acre-feet per			
		Water use by groundwater-dependent resources is implicitly included in the definition of perennial yield. For example, in many basins the transpiration component (T) includes water use by groundwater-dependent vegetation. Similarly, groundwater outflow (G) includes discharge to streams, springs, seeps, and wetlands. If one or more budget components is altered, then one or more of the remaining components must change for the hydrologic balance to be maintained. For example, an increase in the consumptive component of groundwater pumping can lower the water table and reduce transpiration by groundwater-dependent vegetation. The groundwater that had been utilized by the groundwater-dependent vegetation would then be considered "captured" by groundwater pumping. Similarly, increased groundwater consumption can			

LUPA Wide					
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		The Water Supply Assessment shall also address:			
		• Estimates of the total cone of depression considering cumulative drawdown from all potential pumping in the basin(s), including the project, for the life of the project through the decommissioning phase			
		• Potential to cause subsidence and loss of aquifer storage capacity due to groundwater pumping			
		• Potential to cause injury to other water rights, water uses, and land owners			
		• Changes in water quality and quantity that affect other beneficial uses			
		• Effects on groundwater dependent vegetation and groundwater discharge to surface water resources such as streams, springs, seeps, wetlands, and playas that could impact biological resources, habitat, or are culturally important to Native Americans			
		• Additional field work that may be required, such as an aquifer test, to evaluate site specific project pumping impacts and if necessary, establish trigger points that can be used for a Groundwater Water Monitoring and Mitigation Plan			
		• The mitigation measures required, if there are significant or potentially significant impacts on water resources include but are not limited to, the use of specific technologies, management practices, retirement of active water rights, development of a recycled water supply, or water imports			
	LUPA-SW-24	A Groundwater Monitoring and Reporting Plan, and Mitigation Action Plan shall be prepared to verify the Water Supply Assessment and adaptively manage water use as part of project operations. This plan shall be approved by BLM, in coordination with USFWS, CDFW, and other agencies as appropriate, prior to the development, extraction, injection, or consumptive use of any water resource. The quality and quantity of all surface water and groundwater used for the project shall be monitored and reported using this plan. Groundwater monitoring includes measuring the effects of a project's groundwater extraction on groundwater surface elevations, groundwater flow paths, changes to groundwater-dependent vegetation, and of aquifer recovery after project decommissioning. Surface water monitoring, if applicable, shall monitor for changes in the flows, water volumes, channel characteristics, and water quality as a result of a project's surface water use. Monitoring frequency and geographic scope and reporting frequency shall be decided on a project and site-specific basis and in coordination with the appropriate agencies that manage the water and land resources of the region. The geographic scope may include at the very least, all basins/sub-basins that potentially receive inflow from the basin where the proposed project may be sited, and all basins/sub-basins that may potentially contribute inflow to the basin where the proposed project is located. The plan shall also detail any mitigation measures that may be required as a result of the project. This plan and all monitoring results shall be made available to BLM. BLM will make the plan and results available to USFWS, CDFW, and other applicable agencies.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-25	Where groundwater extraction, in conjunction with other cumulative impacts in the basin, has potential to exceed the basin's perennial yield or to impact water resources, one or more "trigger points," or specified groundwater elevations in specific wells or surface water bodies, shall be established by BLM. If the groundwater elevation at the designated monitoring wells falls below the trigger point(s) or exceeds the trigger pumping rate(), additional mitigation measures, potentially including cessation of pumping, will be imposed.	No	Type of land use does not occur within WMRNP	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-SW-26	Groundwater pumping mitigation shall be imposed if groundwater monitoring data indicate impacts on water-dependent resources that exceed those anticipated and otherwise mitigated for in the NEPA analysis and ROD, even if the basin's perennial yield is not exceeded. Water-dependent resources include riparian or phreatophytic vegetation, springs, seeps, streams, and other approved domestic or industrial uses of groundwater. Mitigation measures may include changes to pumping rates, volume, or timing of water withdrawals; coordinating and scheduling groundwater pumping activities in conjunction with other users in the basin; acquisition of project water from outside the basin; and/or replenishing the groundwater resource over a reasonably short timeframe. For permitted activities, permittees may also be required to contribute funds to basin-wide groundwater monitoring networks in basins such as those encompassed by the East Riverside DFA or in the Calvada Springs/South Pahrump Valley area, and to cooperate in the compilation and analysis of groundwater data.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-27	Water-conservation measures shall be required in basins where current groundwater demand is high and has the future potential to rise above the estimated perennial yield (e.g., Pahrump Valley). These measures may include the use of specific technology, management practices, or both. A detailed discussion and analysis of the effectiveness of mitigation measures must be included. Application of these measures shall be detailed in the Groundwater Water Monitoring and Mitigation Plan.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-28	Groundwater extractions from adjudicated basins, such as the Mojave River Basin, may be subject to additional restrictions imposed by the designated authority; examples include the Mojave Water Agency and San Bernardino County (see County Ordinance 3872). Where provisions of the adjudication allow for acquisition of water rights, project developers could be required to retire water rights at least equal in volume to those necessary for project operation or propose an alternative offset based on the conditions unique to the adjudicated basin.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-29	Groundwater pumping mitigation may be imposed if monitoring data indicate impacts on groundwater or groundwater-dependent habitats outside the DRECP area, including those across the border in Nevada. See **LUPA-SW-26** for potential mitigation measures.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-30	Activities shall comply with local requirements for any long term or short term domestic water use and wastewater treatment.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-31	The siting, construction, operation, maintenance, remediation, and abandonment of all wells shall conform to specifications contained in the California Department of Water Resources Bulletins #74-81 and #74-90 and their updates.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-32	Colorado River hydrologic basin - The concepts, principles and general methodology used in the Colorado River Accounting Surface Method, as defined in U.S. Geological Survey Scientific Investigations Report 2008-5113 (USGS 2009), and existing and future updates or a similar methodology, are considered the best available data for assessing activity/project related ground water impacts in the Colorado River hydrologic basin. The best available data and methodology shall be used to determine whether activity/project-related pumping would result in the extracted water being replaced by water drawn from the Colorado River. If activity/project-related groundwater pumping results in the static groundwater level at the well being near (within 1 foot), equal to, or below the Accounting Surface in a basin hydrologically connected to the Colorado River, that consumption shall be considered subject to the Law of the River (Colorado River Compact of 1922 and amendments). In such circumstances, BLM shall require the applicant to offset or otherwise mitigate the volume of water causing drawdown below the Accounting Surface. Details of such mitigation measures and the right to the use of water shall be described in the Groundwater Water Monitoring and Mitigation Plan.	No	Type of land use does not occur within WMRNP	

LUPA Wide					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Soil, Water, and Water-Dependent Resources Restricted to Specific Areas on BLM Lands	LUPA-SW-33	**Stipulations for groundwater development in the proximity of Devils Hole:** Any development scenario for an activity within 25 miles of Devils Hole shall include a plan to achieve *zero-net* or *net-reduced* groundwater pumping to reduce the risk of adversely affecting senior federal reserved water rights, the designated critical habitat of the endangered Devils Hole pupfish, and the free-flowing requirements of the Wild and Scenic Amargosa River. This plan will require operators to acquire one or more minimization water rights (MWRs) in the over-appropriated, over-pumped, and hydraulically connected Amargosa Desert Hydrographic Basin in Nevada. The MWR(s) shall be: (1) an amount equal (at minimum) to that which is needed for construction and operations; (2) historically fully utilized, preferably for agricultural use; and (3) senior and closer to Devils Hole than the proposed point of diversion.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-34	**Stipulations for groundwater development in the Calvada Springs/South Pahrump Valley area:** Activities in this area shall be required to acquire one or more MWRs in the Pahrump Valley Hydrographic Basin in Nevada. The acquired MWR(s) must: (1) be at least equal to the amount proposed to be required and actually used for project construction and operations; and (2) be fully utilized for at least the prior ten years.	No	Type of land use does not occur within WMRNP	
	LUPA-SW-35	Stipulations for activities in the vicinity of Death Valley National Park, Joshua Tree National Park, or Mojave National Preserve: The NEPA for activities involving groundwater extraction that are in the vicinity of Death Valley National Park, Joshua Tree National Park, or the Mojave National Preserve shall analyze and address any potential impacts of groundwater extraction on Death Valley National Park, Joshua Tree National Park, or Mojave National Preserve. BLM will consult with the National Park Service on this process. The analysis or analyses shall include:	No	Type of land use does not occur within WMRNP	
		• Potential impacts on the water balances of groundwater basins within these parks and preserves			
		• A map identifying all potentially impacted surface water resources in the vicinity of the project, including a narrative discussion of the delineation methods used to discern those surface waters in the field			
		• Any project-related modifications to surface water resources, both temporary and permanent			
		• Analysis of any potential impacts on perennial streams, intermittent streams, and ephemeral drainages that could negatively impact natural riparian buffers			
		• Impacts of any project proposed truncation, realignment, channelization, lining, or filling of surface water resources that could change drainage patterns, reduce available riparian habitat, decrease water storage capacity, or increase water flow velocity or sediment deposition, in particular where stormwater diverted around or through the project site is returned to natural drainage systems downslope of the project			
		• Any potential indirect project-related causes of hydrologic changes that could exacerbate flooding, erosion, scouring, or sedimentation in stream channels			
		• Alternatives and mitigation measures proposed to reduce or eliminate such impacts			
Visual Resources Management	LUPA-VRM-1	Manage Visual Resources in accordance with the VRM classes shown on Figure 9.	No	TTM does not require VRM	
	LUPA-VRM-2	Ensure that activities within each of the VRM Class polygons meets the VRM objectives described above, as measured through a visual contrast rating process.	No		

LUPA Wide Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-VRM-3	Ensure that transmission facilities are designed and located to meet the VRM Class objectives for the area in which they are located. New transmission lines routed through designated corridors where they do not meet VRM Class Objectives will require RMP amendments to establish a conforming VRM Objective. All reasonable effort must be made to reduce visual contrast of these facilities in order to meet the VRM Class before pursing RMP amendments. This includes changes in routing, using lattice towers (vs. monopole), color treating facilities using an approved color from the BLM Environmental Color Chart CC-001 (dated June 2008, as updated on April 2014, or the most recent version) (vs. galvanized) on towers and support facilities, and employing other BMPs to reduce contrast. Such efforts will be retained even if an RMP amendment is determined to be needed. Visual Resource BMPs that reduce adverse visual contrast will be applied in VRM Class conforming situations. For a reference of	No		
Wilderness Characteristics	LUPA-WC-1	Complete an inventory of areas for proposed activities that may impact wilderness characteristics if an updated wilderness characteristics inventory is not available.	No	Type of land use does not occur within WMRNP	
	LUPA-WC-2	Employ avoidance measures as described under DFAs and approved transmission corridors.	No	Type of land use does not occur within WMRNP	
	LUPA-WC-3	For inventoried lands found to have wilderness characteristics but not managed for those characteristics compensatory mitigation is required if wilderness characteristics are directly impacted. The compensation will be:	No	Type of land use does not occur within WMRNP	
		• 2:1 ratio for impacts from any activities that impact those wilderness characteristics, except in DFAs and transmission corridors			
		• 1:1 ratio for impact from any activities that impact the wilderness characteristics in DFAs and transmission corridors			
		Wilderness compensatory mitigation may be accomplished through acquisition and donation, by willing landowners, to the federal government of (a) wilderness inholdings, (b) wilderness edge holdings that have inventoried wilderness characteristics, or (c) other areas within the LUPA Decision Area that are managed to protect wilderness characteristics. Restoration of impaired wilderness characteristics in Wilderness, Wilderness Study Area, and lands managed to protect wilderness characteristics could be substituted for acquisition.			
	LUPA-WC-4	For areas identified to be managed to protect wilderness characteristics, identified in Figure 7, the following CMAs are required:	No	Type of land use does not occur within WMRNP	
		• Include a no surface occupancy stipulation for any leasable minerals with no exceptions, waivers, or modifications.			
		• Exclude these areas from land use authorizations, including transmission.			
		• Close areas to construction of new roads and routes. Vehicles will continue to be permitted on existing designated routes.			
		• Close areas to mineral material sales.			
		• Prohibit commercial or personal-use permits for extraction of materials (e. g. no wood-cutting permits).			
		• Manage the area as VRM II.			
		• Require that new structures and facilities are related to the protection or enhancement of wilderness characteristics or are necessary for the management of uses allowed under the land use plan.			
		• Make lands unavailable for disposal from federal ownership.			
	LUPA-WC-5	Manage the following Wilderness Inventory Units to protect wilderness characteristics:	No	Type of land use does not occur within WMRNP	
		• 132A-2 / 132A-3 / 132B / 136 / 136-1 / 145-1-1 / 145-2-1 / 145-3-1 / 149-2 / 150-2-2 / 158-1 / 158-2 / 159 / 159-1 / 159A-1 / 160 / 160-1 / 160B-2A / 160B-2B / 160B-2F / 160B-3A / 160B-4A / 160B-3B / 160B-4B / 170-1 / 170-3 / 193-1 / 206-1-1 / 206-1-2 / 206-1-3 / 206-1-4 / 222-2-1 / 251-1 / 251-1-1 / 251-1-2 / 251-2-2 / 251-3 / 251A / 252 / 259-1 / 259-2 / 266-1 / 276-1 / 276-3 / 277 / 277A-1 / 278 / 280 / 294-1 / 294-2 / 295 / 295A / 304-2 / 305-1 / 305-2 / 307-1 / 307-2 / 307-1-1 / 307-1-2 / 307-1-3 / 312-1 / 312-2 / 312-3 / 322-1 / 325-1 / 325-2 / 325-3 / 325-4 / 325-5 / 325-7 / 325-8 / 315-14 / 325-17 / 329 / 352-2 / 352A / 352A-1 / 354 / 355-1 / 355-2 / 355-3			

Transmission

Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is not applicable	Comments
Biological Resources	**LUPA-TRANS-BIO-1**	Where feasible and appropriate for resource protection, site transmission activities along roads or other previously disturbed areas to minimize new surface disturbance, reduce perching opportunities for the Common Raven, and minimize collision risks for birds and bats.	No	The WMRNP is not proposing new distruabance. New projects applicable to this CMA would be evaluated through a separate NEPA analysis.	
	LUPA-TRANS-BIO-2	Flight diverters will be installed on all transmission activities spanning or within 1,000 feet of stream and wash channels, canals, ponds, and any other natural or artificial body of water. The type of flight diverter selected will be subject to approval by BLM, in coordination with USFWS and CDFW as appropriate, and will be based on the best available scientific and commercial data regarding the prevention of bird collisions with transmission and guy wires.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-BIO-3	When siting transmission activities, the alignment should avoid, to the maximum extent practicable, being located across canyons or on ridgelines. Site and design sufficient distance between transmission lines to prevent electrocution of condors.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-BIO-4	Siting of transmission activities will be prioritized within designated utility corridors, where possible, and designed to avoid, where possible, and otherwise minimize and offset impacts to sand transport processes in Aeolian corridors, rare vegetation alliances and Focus and BLM Special Status Species. Transmission substations will be sited to avoid Aeolian corridors, rare vegetation alliances, and sand-dependent Focus and BLM Special Status Species habitats.	No	Type of land use does not occur for the WMRNP	
Cultural Resources & Tribal Interests	**LUPA-TRANS-CUL-1**	For transmission (and renewable energy) activities, require the applicant to pay all appropriate costs associated with the following processes, through the appropriate BLM funding mechanism:	No	Type of land use does not occur for the WMRNP	
		• All appropriate costs associated with the BLM's analysis of the DRECP geodatabase and other sources for cultural resources sensitivity.			
		• All appropriate costs associated with preliminary sensitivity analysis.			
		• All appropriate costs associated with the Section 106 process including the identification and defining of cultural resources. These costs may also include logistical, travel, and other support costs incurred by tribes in the consultation process.			
		• All appropriate costs associated with updating the DRECP cultural resources geodatabase with project specific results.			
	LUPA-TRANS-CUL-2	Consistent and in compliance with the NHPA Programmatic Agreement, signed February 5, 2016, or the most up to date signed version – for transmission (and renewable energy) activities, a compensatory mitigation fee will be required within the LUPA Decision Area to address cumulative and some indirect adverse effects to historic properties. The mitigation fee will be calculated in a manner that is commensurate to the size and regional impacts of the project. Refer to the NHPA Programmatic Agreement for details regarding the mitigation fee.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-CUL-3	For transmission (and renewable energy) activities, the management fee rate will be determined through the NHPA programmatic Section 106 consultation process that will be completed as part of the DRECP land use plan amendment.	No	Type of land use does not occur for the WMRNP	

Transmission Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is not applicable	Comments
	LUPA-TRANS-CUL-4	For transmission (and renewable energy) activities, demonstrate that results of cultural resources sensitivity, based on the DRECP geodatabase, and other sources, are used as part of the initial planning pre-application process and to select of specific footprints for further consideration.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-CUL-5	For transmission (and renewable energy) activities, provide a statistically significant sample survey as part of the pre-application process, unless the BLM determines the DRECP geodatabase and other sources are adequate to assess cultural resources sensitivity of specific footprints.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-CUL-6	For transmission (and renewable energy) activities, provide justification in the application why the project considerations merit moving forward if the specific footprint lies within an area identified or forecast as sensitive for cultural resources by the BLM.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-CUL-7	For transmission (and renewable energy) activities, complete the NHPA Section 106 Process as specified in 36 CFR Part 800, or via an alternate procedure, allowed for under 36 CFR Part 800.14 prior to issuing a ROD or ROW grant on any utility-scale renewable energy or transmission project. For utility-scale solar energy developments, the BLM may follow the Solar Programmatic Agreement.	No	Type of land use does not occur for the WMRNP	
Wilderness Characteristics	LUPA-TRANS-WC-1	Allow transmission activities in areas inventoried and identified as lands with wilderness characteristics.	No	Type of land use does not occur for the WMRNP	
	LUPA-TRANS-WC-2	For inventoried lands found to have wilderness characteristics impacted by transmission activities, compensatory mitigation is required at a 1:1 ratio if wilderness characteristics are directly impacted. This may be accomplished through acquisition and donation, from willing landowners, to the federal government of (a) wilderness inholdings, (b) wilderness edge holdings that have inventoried wilderness characteristics, or (c) other areas within the LUPA Decision Area that are managed to protect wilderness characteristics. Restoration of impaired wilderness characteristics in Wilderness, Wilderness Study Area, and lands managed to protect wilderness characteristics could be substituted for acquisition.	No	Type of land use does not occur for the WMRNP	

Compensation Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	LUPA-COMP-1	For third party actions, compensation activities must be initiated or completed within 12 months from the time the resource impact occurs (e.g. ground disturbance, habitat removal, route obliteration, etc. for construction activities; wildlife mortality, visual impacts, etc. due to operations).	Existing Disturbance: No New Disturbance: No	Existing Disturbance: BLM not third-party New Disturbance: BLM not third-party	
		• BLM will determine, in the environmental analysis, the activity/project-level timing of the compensation (i.e. initiated, completed or a combination) based on the specific resources being impacted, and scope and content of the activity.			
		• A 6 month extension may be authorized, subject to approval by the authorizing officer, dependent on the resources impacted and compensation due diligence of the project developer.			
	LUPA-COMP-2	For BLM initiated activities, compensation activities will be initiated or completed within 12 months from the time the resource impact occurs (e.g. ground disturbance, habitat removal, route obliteration, etc. for construction activities; wildlife mortality, visual impacts, etc. due to operations), subject to federal budget appropriations.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing route network does not require compensation activities New Disturbance: New implementation and ground disturbing activities (re-routes) must conform to this CMA	
		• BLM will determine, in the environmental analysis, the activity/project-level timing of its compensation (i.e. initiated, completed or a combination) based on the specific resources being impacted, and scope and content of its activity.			
		o The estimated costs and 12 month timing of required compensation will be built into the activity/project design and environmental analysis.			

Ecological and Cultural Conservation					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Dune Vegetation Types, Aeolian Processes and Associated Species: North American Warm Desert Dune & Sand Flats	**CONS-BIO-DUNE-1**	All long-term structures will be setback 0.25 mile from Aeolian corridors and Mojave fringe-toed lizard suitable habitat.	Existing Disturbance: No New Disturbance: No	WMRNP does not create long-term structures	
	CONS-BIO-DUNE-2	All activities will be sited and/or configured to maintain the spatial extent, habitat quality, and ecological function of Aeolian transport corridors unless related to maintenance of existing (at the time of the DRECP LUPA ROD) facilities/activities.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Existing route network does not need to conform to this CMA; BLM did not pave or construct new roads/routes New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
		• Roads will not be paved, unless paving is needed to meet another resource objective and Aeolian processes can be preserved.			
		• Newly constructed roads and/or routes may be considered if they benefit minimization measures for natural, cultural and ecological resources of concern.			
Plant Focus & BLM Special Status Species	**CONS-BIO-PLANT-1**	Occurrences of plant Focus and BLM Special Status Species, including in designated transmission corridors, will be avoided, to the maximum extent practicable (see "unavoidable impacts to resources" in the Glossary of Terms).	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Resource is not within existing project footprint, since existing routes are not considered suitable habitat New Disturbance: Implementation activities (re-routes) that may disturb habitats would require habitat assessments	
Individual Focus Species: Desert Tortoise	**CONS-BIO-IFS-1**	All activities, except transmission, that will result in the long-term removal of habitat supporting an adult desert tortoise density (i.e., individuals 160mm or more) of more than 5 per square mile or more than 35 individuals total are prohibited. The number of desert tortoises on an activity site will be based on estimates derived from the protocol surveys described previously using the USFWS's pre-activity survey protocol.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing WMRNP New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	CONS-BIO-IFS-2	All activities, except transmission, in desert tortoise TCAs or linkages, as identified in Appendix D, that will result in long-term removal of habitat supporting more than 5 adult individuals are prohibited. The number of desert tortoises on-site is based on estimates derived from the protocol surveys described previously using the USFWS's pre-activity survey protocol.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing WMRNP New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
	CONS-BIO-IFS-3	Ground disturbance caps as per **Table 20** are reflected in the individual ACEC Special Unit Management Plans and maps in Appendix B. Refer to the California Desert National Conservation Lands, Section II.2.1, and ACECs, Section II.2.2, for a description of how the BLM Conservation Lands Ground Disturbance Cap will be applied, including measured, activity approval and the disturbance mitigation strategy. The same implementation methodology is repeated in CMAs NLCS-DIST-2 and ACEC-DIST-2. **Table 20** provides the specific desert tortoise conservation area and linkage ground disturbance caps in the BLM LUPA conservation designations.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: Type of land use does not occur for existing WMRNP New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	

Ecological and Cultural Conservation					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Individual Focus Species: Gila Woodpecker	**CONS-BIO-IFS-4**	All activities will be avoided in the vicinity of Corn Springs and Milpitas Wash, except as administratively necessary or necessary to support existing facilities, as determined by BLM, in order to protect previously occupied and future restored suitable nesting habitat for the Gila woodpecker.	Existing Disturbance: No New Disturbance: No	Existing Disturbance: WMRNP is not located in or near the area specified in the CMA. New Disturbance: WMRNP is not located in or near the area specified in the CMA.	
Individual Focus Species: Golden Eagle	**CONS-BIO-IFS-5**	The cumulative loss of foraging habitat within a 4 mile radius around active or alternative golden eagle nests will be limited to less than 10% in BLM LUPA conservation designations.	Existing Disturbance: No New Disturbance: Yes	Existing Disturbance: All documented golden eagle nests that are located in CDNCL and ACECs that are under 10% disturbance New Disturbance: New implementation and ground disturbing activities must conform to this CMA (re-routes)	
Individual Focus Species: Desert Bighorn Sheep	**CONS-BIO-IFS-6**	BLM designated routes and trails will be appropriately seasonally signed to limit use to the routes and trails, if necessary to reduce impacts from recreational use to lambing and rearing.	Yes	The WMRNP is established on existing disturbed routes and trails. New ground disturbing and implementation activities must conform to this CMA.	
	CONS-BIO-IFS-7	For non-BLM Lessee's, domestic livestock will not be allowed to be trailed (transported on foot [herded]) through known or likely to be occupied bighorn sheep habitat, to minimize exposure and disease transmission to bighorn sheep. Vehicular movement of livestock will be allowable. Livestock will not be allowed to exit the vehicle transport, except in emergencies, while on BLM- administered land.	No	Type of land use does not occur within the WMRNP	BLM is not third-party
		For BLM Lessee's, consistent with existing (at time of DRECP LUPA ROD) leases and allotment plans, domestic livestock will be controlled and moved to minimize exposure and disease transmission to bighorn sheep, using techniques including but not limited to fencing with adequate buffers, vehicle transport, and timing. Vehicular movement of livestock will be allowable. Livestock will remain in the vehicle transport, except in emergencies, while on BLM-administered land, unless at the destination.	Yes	Conformance is demonstrated through the EIS	
		For BLM grazing Lessee's, trailing of domestic sheep between discontiguous allotments, may be permittable if done in a manner, including timing, which prevents interaction with bighorn sheep and avoids disease transmission from domestic sheep to bighorn sheep.	Yes	Conformance is demonstrated through the EIS	
		At the time of grazing allotment lease and/or allotment plan renewal, a measure to eliminate trailing within allotments (movement of domestic livestock on foot or herding) through known or likely to be occupied bighorn sheep habitat will be considered and analyzed using the best available science on domestic livestock disease transmission to bighorn sheep.	Yes	Conformance is demonstrated through the EIS	
	CONS-BIO-IFS-8	To reduce the impact on bighorn sheep from domestic livestock in grazing allotments, BLM will:	Yes	Conformance is demonstrated through the EIS	
		• Accept voluntarily retirement of allotments			
		• Accept donation of allotments as one component of mitigation			
		• Require specific terms and conditions in renewed grazing permits, as needed			
		• Consider converting domestic sheep allotments to cattle allotments			
		• Consistent with existing or renewed grazing allotment plans, remove or alter livestock fencing to enhance bighorn sheep movements.			

Ecological and Cultural Conservation					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Individual Focus Species: Mohave Ground Squirrel	**CONS-BIO-IFS-9**	Long-term vegetation removal within key population centers and linkages from activities, requiring an EA or EIS, that may impact the Mohave ground squirrel is prohibited, unless the activity is compatible with Mohave ground squirrel conservation and management. Compatible land uses are those described in the BLM LUPA for ACECs where Mohave ground squirrel occur.	Yes	Conformance is demonstrated through the EIS	
	CONS-BIO-IFS-10	To the maximum extent practicable (see Glossary of Terms) and/or as allowed under existing permits, establish and maintain fencing to exclude cattle, horses, sheep, and other potential grazers from areas that are protected and managed for Mohave ground squirrel and from vegetation stands that are important foraging habitat, including winterfat and spiny hopsage.	Yes	Will be implemented in the WMRNP for future activities to the maximum extent practicable in affected areas	
Comprehensive Trails & Travel Management	**CONS-CTTM-1**	Refer to the individual California Desert National Conservation Lands and ACEC Special Unit Management Plans in Appendix A and B, respectively, for specific objectives, management actions and allowable uses. Manage roads/trails consistent with California Desert National Conservation Lands/ACEC goals and objectives and as designated in Trails and Travel Management Plans (TTMPs) or Resource Management Plans (RMPs).	Yes	Conformance is demonstrated through the EIS	
Recreation & Visitor Services	**CONS-REC-1**	In California Desert National Conservation Lands and ACECs that overlap with SRMAs and ERMAs, manage in accordance with the Special Unit Management Plans for the SRMA/ERMA and the applicable ecological and cultural conservation unit. If there is a conflict between the California Desert National Conservation Lands or ACEC management and the SRMA/ERMA management, the BLM will apply the most protective management (i.e., management that best supports natural and cultural resource conservation and limits impacts to the values for which the conservation unit was designated).	Yes	Conformance is demonstrated through the EIS	
	CONS-REC-2	Maintain targeted recreation activities, experiences and benefits as consistent with the protection of the values for which the ecological and cultural conservation unit was designated. Maintain, and where possible enhance, the recreation setting characteristics: physical components of remoteness, naturalness and facilities; social components of contact, group size and evidence of use; and operational components of access, visitor services and management controls.	Yes	Conformance is demonstrated through the EIS	
	CONS-REC-3	Design public access features (access roads, roadside stops, trailheads, interpretive sites, etc.) to support or enhance conservation values for California Desert National Conservation Land units and ACECs.	Yes	Conformance is demonstrated through the EIS	

California Desert NCL					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Comprehensive Trails &Travel Management	**NLCS-CTTM-1**	**Comprehensive Trails and Travel Management** – Trails and Travel Management in California Desert National Conservation Lands will be in accordance with the applicable Transportation and Travel Management Plan. Future Transportation and Travel Management Plans for National Conservation Lands would be developed in accordance to the appropriate BLM guidance and policy. The California Desert National Conservation Land designation will be addressed in those subsequent plans with an emphasis on routes that provide for the conservation, protection, and restoration, as well as recreational use and enjoyment of the California Desert National Conservation Lands that is compatible with the values for which the areas were designated.	Yes	Conformance is demonstrated through the EIS	
Cultural Resources & Tribal Interests	**NLCS-CUL-1**	Any adverse effects to historic properties resulting from allowable uses will be addressed through the Section 106 process of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800. Resolution of adverse effects will in part be addressed via alternative mitigation that includes regional synthesis and interpretation of existing archaeological data in addition to mitigation measures determined through the Section 106 consultation process.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
Ground Disturbance Caps	**NLCS-DIST-1**	**Ground Disturbance Caps** – Development in California Desert National Conservation Lands are limited by the 1% ground disturbance cap which is the total ground disturbance (existing [past and present] plus future), or to the level allowed by collocated ACEC(s) with its smaller ground disturbance cap units, whichever is more restrictive. Refer to Appendix B for the ACEC Special Unit Management Plans. The ground disturbance caps will be used, managed and implemented following the methodology in the California Desert National Conservation Lands and ACEC land allocation sections, and repeated in, **NLCS-DIST-2** and **ACEC-DIST-2**.	Yes	Conformance is demonstrated through the EIS	
	NLCS-DIST-2	**Ground Disturbance Cap Management and Implementation.** Specifically, the ground disturbance caps would be implemented as a limitation and objective using the following process:	Yes	Conformance is demonstrated through the EIS	
		• Limitation: If the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC unit is below the designated ground disturbance cap (see calculation method), the ground disturbance cap is a limitation on ground-disturbing activities within the California Desert National Conservation Lands and/or ACEC, and precludes approval of future discretionary ground disturbing activities (see exceptions below) above the cap.			

California Desert NCL					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
		• Objective, triggering disturbance mitigation: If the ground disturbance condition of the California Desert National Conservation Lands and/or ACEC is at or above its designated cap, the cap functions as an objective, triggering the specific ground disturbance mitigation requirement. Ground disturbance mitigation is unique to ground disturbance cap implementation and a discrete form of compensatory mitigation, separate from other required mitigation in the DRECP LUPA (see Glossary of Terms). The ground disturbance mitigation requirement remains in effect for all (see exceptions below) activities until which time the California Desert National Conservation Lands and/or ACEC drops below the cap, at which time the cap becomes a limitation and the ground disturbance mitigation is no longer a requirement. If ground disturbance mitigation opportunities do not exist in a unit (see below for "unit" of measurement), ground disturbing activities (see exceptions below) will not be allowed in that unit until which time opportunities for ground disturbance mitigation in the unit become available (see types and forms of ground disturbance mitigation below) or the unit recovers and drops below the cap.			
		• Actions necessary to control the immediate impacts of an emergency that are urgently needed to reduce the risk to life, property, or important natural, cultural, or historic resources, in accordance with 43 Code of Federal Regulations (CFR) 46.150, are an exception to the ground disturbance cap limitation, objective and ground disturbance mitigation requirements. Ground disturbance from emergency actions will count in the ground disturbance calculation for other activities, and also be available for ground disturbance mitigation opportunities and restoration, as appropriate.			
		Calculating ground disturbance: Ground disturbance will be calculated on BLM managed land at the time of an individual proposal, by BLM for a BLM initiated action or by a third party for an activity needing BLM approval or authorization, for analysis in the activity-specific National Environmental Policy Act (NEPA) document. Once BLM approves/accepts or conducts a calculation for a ACEC, that calculation is considered the baseline of past and present disturbance and is valid for 12 months, and can be used by other proposed activities in the same unit. Ground disturbances, that meet the criteria below, would be added into the calculation for the 12 month period without having to revisit the entire calculation. After a 12 month period has passed and a proposed action triggers the disturbance calculation, BLM will examine the existing ground disturbance calculation to determine: 1) if the calculation is still reliable, in which case add in any additional disturbance that has occurred since that calculation; or 2) if the disturbance must be recalculated in its entirety. Once completed for a specific activity, the ground disturbance calculation may be used throughout the activity's environmental analysis. However, the BLM may recalculate the affected unit(s) or portions of the unit(s) if it determines such recalculation is necessary for the BLM's environmental analysis.			

California Desert NCL					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		Unit of measurement: When calculating the ground disturbance, it is necessary to identify the appropriate unit level at which the disturbance will be calculated. For ground disturbing activities that occur within California Desert National Conservation Lands, the disturbance calculation will be based on the California Desert National Conservation Lands, ACEC unit boundary, or the boundary of the disturbance cap area(s), whichever area is smaller. If there is overlap between California Desert National Conservation Lands and an ACEC, the calculation will take place based on the smallest unit. If an activity/project overlaps two or more smaller units, the cap will be calculated, individually, for all affected units.			
		Ground disturbance includes: The calculation shall include existing ground disturbance in addition to the estimated ground disturbance from the proposed activity (future) determined at the time of the individual proposal:			
		• Authorized/approved ground disturbing activities -- built and not yet built			
		• BLM identified routes – all routes, trails, etc., authorized and unauthorized, identified in the Ground Transportation Linear Feature (GTLF) and/or other BLM route network database (i.e., BLM local databases that contain the best available data on routes and trails, replacement for GTLF, etc.), following applicable BLM standards and policy for identification of routes (authorized and unauthorized)			
		• Assumptions may be used to identify the percentage/degree/area/etc. of ground disturbance for a specific authorized/approved activity or activity-type based on:			
		o Activity-specific environmental analysis, such as NEPA or ESA Section 7 Biological Assessment			
		o Known and documented patterns of ground disturbance			
		o Other documented site-specific factors that limit or play a role in ground disturbance, such as topography, geography, hydrology (e.g. desert washes obliterating authorized routes on a regular basis), historical and predicted patterns of use			
		• Any unauthorized disturbance that can be seen at a 1:10,000 scale using the best available aerial imagery			
		• Ground disturbance from wildfire, animals, or other disturbances that can be seen at a 1:10,000 scale using the best available aerial imagery			
		• Historic Route 66 maintenance - potential ground disturbance estimates:			
		– As part of the ground disturbance calculation, the potential disturbance associated with estimated operations related to the maintenance of Historic Route 66 will automatically be included in the ground disturbance calculation as existing ground disturbance for the units specified below, until which time these estimated acres are no longer necessary due to approved operations:			
		▪ South Amboy-Mojave California Desert National Conservation Lands 221 acres			
		▪ Bristol Mountains ACEC 92 acres			
		▪ Chemehuevi ACEC 43 acres			
		▪ Pisgah ACEC 86 acres			

California Desert NCL Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		o The estimated ground disturbance acreage includes disturbance associated with potential access to the locations if no current access exists.			
		o The estimated ground disturbance acres for maintenance of Historic Route 66 in the before mentioned conservation units is not approval of these activities by BLM. Activities associated with the management and maintenance of Historic Route 66 on BLM administered land will follow all applicable laws, regulations and policies.			
		Exceptions to the disturbance calculation:			
		• Actions necessary to control the immediate impacts of an emergency that are urgently needed to reduce the risk to life, property, or important natural, cultural, or historic resources, in accordance with 43 CFR 46.150, will not be required to conduct a disturbance calculation. If the actions are ground disturbing, that disturbance will count towards the disturbance cap when next calculated for non-emergency activities.			
		• Actions that are authorized under a Department of Interior (DOI) or BLM NEPA Categorical Exclusion will not be required to conduct a disturbance calculation; however, these actions are not exempt from the disturbance mitigation requirement if a unit is at or above its cap. Although the BLM is not required to calculate the disturbance cap before approving an activity under a Categorical Exclusion, if the BLM knows an area is at or exceeding the cap, the disturbance mitigation requirements would apply to that activity.			
		• BLM authorized/approved research or restoration activities that are designed or intended to promote and enhance the nationally significant landscape values for which the California Desert National Conservation Land was designated.			
		• Actions that are entirely within the footprint of an existing authorized/approved site of ground disturbance that is within the calculation above.			
		• Livestock grazing permit renewals (however, water developments or other range improvements requiring an Environmental Assessment or Environmental Impact Statement would be subject to the disturbance calculation and any mitigation requirements).			
		Ground disturbance mitigation: The purpose of ground disturbance mitigation (disturbance mitigation) is to allow actions to occur in California Desert National Conservation Lands and/or ACEC that is at or above its designated disturbance cap(s), while at the same time providing a restoration mechanism that will, over time, improve the condition of the unit(s) and take them below their cap. Disturbance mitigation is compensatory. Disturbance mitigation is unique to ground disturbance cap implementation and a discrete form of compensatory mitigation, separate from other required mitigation in the DRECP (see Glossary of Terms).			
		Disturbance mitigation may only be used for ground disturbance that is otherwise allowed by the LUPA and consistent with the purposes for which the California Desert National Conservation Lands and/or ACEC was designated. Areas used for disturbance mitigation are still considered disturbed until which time they meet the "Ground Disturbance Recovery" criteria in the description below.			

California Desert NCL					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		Unit for implementing disturbance mitigation: The appropriate unit level for implementing disturbance mitigation is the same as that used for calculating ground disturbance. For ground disturbing activities that occur within California Desert National Conservation Lands, the disturbance mitigation will be required within the California Desert National Conservation Lands, ACEC boundary, or the boundary of the disturbance cap area(s), whichever area is smaller. If there is overlap between California Desert National Conservation Lands and an ACEC, the disturbance mitigation will take place in the smallest unit. If an activity/project overlaps two or more smaller units, disturbance mitigation will be required for all units that are at or over their specified disturbance cap.			
		No disturbance mitigation required: If the calculated ground disturbance for the unit(s) is under the cap:			
		• No disturbance mitigation required; use activity design features to minimize new ground disturbance and help stay below cap.			
		Disturbance mitigation required: If the calculated ground disturbance is at or above the unit(s) cap, disturbance mitigation is required:			
		• Use activity design features to minimize new ground disturbance to the extent practicable.			
		• For the portion of the proposed activity that is located on land within an area previously disturbed by an authorized/approved action that has been terminated the required disturbance mitigation ratio is 1.5 (1½):1.			
		• For the portion of the proposed activity that is located on undisturbed land or land disturbed by unauthorized activities, the required disturbance mitigation ratio is 3:1.			
		• Although the BLM is not required to calculate the ground disturbance cap before approving/authorizing an activity under a Categorical Exclusion, if the BLM knows an area is at or exceeding the cap, the disturbance mitigation requirements would apply to that activity.			
		• In the rare circumstance where the BLM authorizes activities on areas restored (e.g., as disturbance or other forms of mitigation), the required disturbance mitigation ratio requirement is doubled, that is, 3:1 or 6:1, respectively.			
		• If disturbance mitigation opportunities do not exist in a unit, ground-disturbing activities (see exceptions below) will not be allowed in that unit until which time opportunities for disturbance mitigation in the unit become available (see types and forms of disturbance mitigation below) or the unit recovers and drops below the cap.			
		Exceptions to the disturbance mitigation requirement:			
		• Any portion of the proposed activity that is located on land previously disturbed by an existing, valid authorized/approved action.			
		• Livestock grazing permit renewals (however, water developments or other range improvements requiring an Environmental Assessment or Environmental Impact Statement would be subject to the disturbance calculation and any mitigation requirements).			
		• Land use authorization assignments and renewals with no change in use.			

California Desert NCL					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• BLM authorized/approved activities that are designed and implemented to reduce existing ground disturbance, such as ecological, cultural, or habitat restoration or enhancement activities.			
		• Non-discretionary actions, where BLM has no authority to require compensatory mitigation.			
		Types and forms of disturbance mitigation:			
		• Restoration of previously disturbed BLM lands within the boundary of the specific California Desert National Conservation Lands and/or ACEC unit(s) being impacted.			
		• Acquisition of undisturbed lands within the boundary of the specific California Desert National Conservation Lands and/or ACEC unit being impacted.			
		• Ground disturbance mitigation can be "nested" (i.e., combined) with other resource mitigation requirements, when appropriate. For example, a parcel restored for desert tortoise habitat mitigation may also satisfy the disturbance mitigation requirement if the parcel is within the appropriate unit of California Desert National Conservation Lands, ACEC boundary, or smaller disturbance cap unit.			
		Ground Disturbance Recovery			
		In general, California Desert National Conservation Lands and/or ACEC ground disturbance recovery would be determined during the decadal ground disturbance threshold ecoregion trend monitoring assessments (see below, and Monitoring and Adaptive Management). California Desert National Conservation Lands and/or ACEC recovery may be assessed at intermediate intervals, in between the decadal assessments, at BLM's discretion based on adequate funding and staffing. Between the decadal assessments, BLM will assume disturbed areas and units (same as used for calculations and mitigation) are not yet recovered until data is presented and BLM determines the area meets one of the two criteria below:			
		• Field verification that disturbed area(s) are dominated by the establishment of native shrubs, as appropriate for the site, and demonstrated function of ecological processes (e.g., water flow, soil stability).			
		• Ground disturbance can no longer be seen at the 1:10,000 scale using the best available aerial imagery.			
		Areas within California Desert National Conservation Lands and/or ACEC(s) may be determined recovered by BLM at any time, once one of the two criteria above are met, prior to the entire unit (of calculation and mitigation) being determined recovered. Areas determined recovered by BLM would be removed from the subsequent ground disturbance calculation for that unit.			
Lands & Realty	NLCS-LANDS-1	Renewable energy activities and related ancillary facilities are not allowed. New transmission and interconnect (i.e. generation tie lines) lines are allowed in designated corridors only. California Desert National Conservation Lands are a right-of-way avoidance areas for all other land use authorizations. Right-of-way avoidance areas are defined as areas to be avoided but may be available for location of right-of-ways with special stipulations.	No	Type of land use does not occur within WMRNP	Not a renewable energy project
	NLCS-LANDS-2	Avoid use authorizations that negatively affect the values for which the California Desert National Conservation Lands are designated, unless mitigation, including compensatory mitigation, result in a net benefit to the California Desert National Conservation Lands.	No	Type of land use does not occur within WMRNP	Designation was completed already for the WMRNP

California Desert NCL					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	NLCS-LANDS-3	Public access will be designed to facilitate or enhance the use, enjoyment, conservation, protection, and restoration of California Desert National Conservation Land values identified for the ecoregion.	Yes	Conformance is demonstrated through the EIS	
	NLCS-LANDS-4	All lands within California Desert National Conservation Lands are identified for retention. If the BLM determines that disposal through exchange would result in a net benefit to the values of the California Desert National Conservation Lands, it may consider that exchange through a land use plan amendment.	No	Type of land use does not occur within WMRNP	Not a disposal action
	NLCS-LANDS-S	Site authorizations that protect or enhance conservation values, such as those granted as compensatory mitigation or for habitat restoration, are allowed. Compensatory mitigation measures sited on California Desert National Conservation Lands are not be limited to mitigation for activities on BLM-managed public land.	No	Type of land use does not occur within WMRNP	This is not a restoration project.
Minerals	NLCS-MIN-1	**High Potential Mineral Areas**	No	Type of land use does not occur within WMRNP	
		• In California Desert National Conservation Lands and ACECs, determine if reasonable alternatives exist outside of the California Desert National Conservation Lands and ACECs prior to proposing mineral resource development within one of these areas.			
		• In California Desert National Conservation Lands, subject to valid existing rights, if mineral resource development is proposed on a parcel of public land administered by the BLM for conservation purposes and designated as part of the NLCS within the CDCA, pursuant to Omnibus Public Land Management Act Section 2002(b)(2)(D):			
		o Identify, analyze, and consider the resources and values for which that parcel of public land is administered for conservation purposes.			
		o Determine whether development of mineral resources is compatible with the BLM's administration of that parcel of public land for conservation purposes. If development is incompatible, the mineral resource would not be developed, subject to valid existing rights.			
		o Approve any operation for which valid existing rights have been determined, subject to the applicable CMAs in the DRECP LUPA, including LUPA-MIN-1 through 6.			
		• In California Desert National Conservation Lands, to protect the values for which a California Desert National Conservation Land unit was designated, and avoid, minimize, and compensate impacts to those values that results in net benefit for California Desert National Conservation Lands values, all Plans of Operation will meet the performance standards found at 43 CFR 3809.420, specifically 43 CFR 3809.420(a)(3)—Land-use plans, and 43 CFR 3809.420(b)(7)—Fisheries, wildlife and plant habitat, and will be subject to the regulations found at 43 CFR 3809.100 and 43 CFR 3809.101, if applicable.			
	NLCS-MIN-2	For the purposes of locatable minerals, California Desert National Conservation Lands are treated as "controlled" or "limited" use areas in the CDCA, requiring a Plan of Operations for greater than casual use under 43 CFR 3809.11.	Yes	Existing authorizations will be maintained and unchanged for the current WMRNP	

California Desert NCL					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
	NLCS-MIN-3	California Desert National Conservation Lands are available for mineral material sales and solid mineral leases, and would require mitigation, including compensatory mitigation, that results in net benefit for California Desert National Conservation Lands values consistent with applicable statutes and regulations.	No	Type of land use does not occur within WMRNP	
	NLCS-MIN-4	California Desert National Conservation Lands are available for geothermal leasing only in the specified areas where a DRECP LUPA DFA overlaps with the California Desert National Conservation Lands and the geothermal lease contains a specific no surface occupancy stipulation.	No	Type of land use does not occur within WMRNP	
	NLCS-MIN-5	Geothermal and other leasing must protect groundwater quality and quantity.	No	Type of land use does not occur within WMRNP	
National Scenic & Historic Trails	NLCS-NSHT-1	**Management of National Scenic and Historic Trails –** Manage National Scenic and Historic Trails as units of the BLM's NLCS per PL 111-11, and components of the National Trails System under the National Trails System Act. Where National Scenic and Historic Trails overlap California Desert National Conservation Lands or other NLCS units (e.g., Wilderness Areas), the more protective CMAs or land use allocations apply.	Yes	Conformance is demonstrated through the EIS	
	NLCS-NSHT-2	**Management Corridor –** The National Trail Management Corridor, on BLM land, has a width generally 1 mile from the centerline of the trail, 2-mile total width. Where the National Trail Management Corridors overlap California Desert National Conservation Lands or other NLCS units, the more protective CMAs or land use allocations will apply.	Yes	Conformance is demonstrated through the EIS	
	NLCS-NSHT-3	**Site Authorization –** NSHT Management Corridors are right-of-way avoidance areas for land use authorizations. Sites authorizations will require mitigation, including compensatory mitigation resulting in net benefit to the NSHT. Authorizations that interfere with the Nature and Purpose for which the NSHT was established are not be allowed, as required by the National Trail Systems Act.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-4	**Linear Rights-of-Way –** Generally, the NSHT Management Corridors are avoidance areas for linear rights-of-way, except in existing designated transmission/utility corridors, which are available for linear rights-of-way. Cultural landscapes, high potential historic sites, and high potential route segments within or along National Historic Trail Management Corridors are excluded from transmission activities, except in existing designated transmission/utility corridors. For all linear rights-of-way adversely impacting NSHT Management Corridors, the BLM will follow the protocol in BLM Manual 6280 to coordinate, as required, and complete an analysis showing that the development does not substantially interfere with the nature and purposes of the NSHT, and that mitigation results in a net benefit to the NSHT.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-5	**Renewable Energy Rights-of-Way –** Renewable energy activities are not be allowed within NSHT Management Corridors, except in LUPA approved DFAs. Where development may adversely impact NSHT Management Corridors, the BLM will follow the protocol in BLM Manual 6280 as required and complete an analysis to ensure that it does not substantially interfere with the nature and purposes of the NSHT, avoids activities incompatible with NSHT nature and purposes, and that mitigation, including compensatory mitigation, results in a net benefit to the NSHT.	No	Type of land use does not occur for the WMRNP	

California Desert NCL					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
	NLCS-NSHT-6	**Land Tenure –** All lands within NSHT Management Corridors are identified for retention. If the BLM determines that disposal through exchange would result in a net benefit to the values of the NSHT, it may consider that exchange through a land use plan amendment.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-7	**Locatable Minerals –** For the purposes of locatable minerals, NSHT Management Corridors are treated as "controlled" or "limited" use areas in the CDCA, requiring a Plan of Operations for greater than casual use under 43 CFR 3809.11.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-8	**Mineral Material Sales –** NSHT Management Corridors are available for mineral material sales if the sale does not conflict or cause adverse impact on resources, qualities, values, settings, or primary uses or substantially interfere with nature and purpose of NSHT, and avoids activities inconsistent with NHST purposes. The sale must require mitigation/compensation and must result in net benefit to NSHT values.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-9	**Solid Mineral Leases –** NSHT Management Corridors will be available for solid mineral leases if the lease does not conflict or cause adverse impact on resources, qualities, values, settings, or primary uses or substantially interfere with nature and purpose of NSHT, and avoids activities inconsistent with NHST purposes. The lease must require mitigation/compensation and result in net benefit to NSHT values.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-10	**Geothermal Leasable Minerals –** NSHT Management Corridors are available for geothermal leasing in LUPA approved DFAs only and with a no surface occupancy stipulation, as long as the action would not substantially interfere with the nature and purposes of the NSHT, and will follow the most recent national policy and guidance.	No	Type of land use does not occur for the WMRNP	
	NLCS-NSHT-11	**Recreation and Visitor Services –** Commercial and competitive Special Recreation is a discretionary action and will be considered on a case-by-case basis for activities consistent with the NSHT nature and purposes.	Yes	Conformance is demonstrated through the EIS	
	NLCS-NSHT-12	**Cultural Resources –** Any adverse effects to historic properties resulting from allowable uses will be addressed through the Section 106 process of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	NLCS-NSHT-13	**Cultural Resources –** All high potential NHT segments will be assumed to contain remnants, artifacts and other properties eligible for the National Register of Historic Places, pending evaluation.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	NLCS-NSHT-14	**Visual Resources Management –** All NSHT Management Corridors are designated as VRM Class I or II dependent on the CMA's or land use allocation, except within existing approved transmission/utility corridors (VRM Class III) and DFAs (VRM Class IV). However, state of the art VRM BMPs for renewable energy will be employed commensurate with the protection of nationally significant scenic resources and cultural landscapes to minimize the level of intrusion and protect trail settings.	No	TTM does not require VRM	

California Desert NCL					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
	NLCS-NSHT-15	**Mitigation Requirements –** If there is overlap between a National Scenic or Historic Trail, National Trail Management Corridor on BLM land, or trail under study for possible designation and a DFA, BLM Manual 6280 must be followed. Efforts will be made to avoid conflicting activities and approved activities will be subject to mitigation for adverse impacts to the resources, qualities, values, settings, and primary use or uses (RQVs), including, but not limited to, the following: avoidance, the cost of trail relocation, on-site mitigation and off-site mitigation. Compensation can include acquisition or restoration of corridor RQVs, features and landscapes will be at a minimum of 2:1, and must result in a net benefit to the overall trail corridor. Proposed development of high potential route segments must not substantially interfere with the nature and purposes of the National Scenic or Historic Trail.	No	Type of land use does not occur for the WMRNP	
Recreation & Visitor Services	**NLCS-REC-1**	Commercial and competitive Special Recreation Permits are a discretionary action and will be issued on a case by case basis, for activities that do not diminish the values of the California Desert National Conservation Lands unit and will be prohibited if the proposed activities would adversely impact the nationally significant ecological, cultural or scientific values for which the area was designated.	Yes	Conformance is demonstrated through the EIS	
	NLCS-SW-1	Apply for water rights on a case by case basis to protect water dependent California Desert National Conservation Land values.	No	Type of land use does not occur for the WMRNP	

ACECs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Cultural Resources & Tribal Interests	**ACEC-CUL-1**	Survey, identify and record new cultural resources within ACEC boundaries prioritizing ACECs where the relevant and important criteria include cultural resources.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	ACEC-CUL-2	Update records for existing cultural resources within ACECs, prioritizing ACECs where the relevant and important criteria include cultural resources.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	ACEC-CUL-3	Develop baseline assessment of specific natural and man-made threats to cultural resources in ACECs (i.e., erosion, looting and vandalism, grazing, OHV), prioritizing ACECs where the relevant and important criteria include cultural resources.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	ACEC-CUL-4	Provide on-going monitoring for cultural resources based on the threat assessment, prioritizing ACECs where the relevant and important criteria include cultural resources.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	ACEC-CUL-S	Identify, develop or incorporate standard protection measures and best management practices to address threats.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
	ACEC-CUL-6	Where specific threats are identified, implement protection measures consistent with agency NHPA Section 106 responsibilities.	Yes	Action is already taken in the WMRNP through PA and/or HPMP	
Ground Disturbance Cap	**ACEC-DIST-1**	Development in ACECs is limited by specified ground disturbance caps which are the total ground disturbance (existing [past and present] plus future). The specific ACEC ground disturbance caps are delineated in each of the individual ACEC Special Unit Management Plans (Appendix B). The ground disturbance caps will be used, managed and implemented following the methodology for California Desert National Conservation Lands and ACECs identified in Section II.2 and repeated in CMAs **NLCS-DIST-2**, and **ACEC-DIST-2**.	Yes	Conformance is demonstrated through the EIS	
	ACEC-DIST-2	Specifically, the ground disturbance caps would be implemented as a limitation and objective using the following process:	Yes	Conformance is demonstrated through the EIS	
		• Limitation: If the ground disturbance condition of the ACEC is below the designated ground disturbance cap (see calculation method), the ground disturbance cap is a limitation on ground-disturbing activities within the California Desert National Conservation Lands and/or ACEC, and precludes approval of future discretionary ground disturbing activities (see exceptions below) above the cap.			
		• Objective, triggering disturbance mitigation: If the ground disturbance condition of the ACEC is at or above its designated cap, the cap functions as an objective, triggering the specific ground disturbance mitigation requirement. Ground disturbance mitigation is unique to ground disturbance cap implementation and a discrete form of compensatory mitigation, separate from other required mitigation in the DRECP LUPA (see Glossary of Terms). The ground disturbance mitigation requirement remains in effect for all (see exceptions below) activities until which time the ACEC drops below the cap, at which time the cap becomes a limitation and the ground disturbance mitigation is no longer a requirement. If ground disturbance mitigation opportunities do not exist in a unit (see below for "unit" of measurement), ground disturbing activities (see exceptions below) will not be allowed in that unit until which time opportunities for ground disturbance mitigation in the unit become available (see types and forms of ground disturbance mitigation below) or the unit recovers and drops below the cap.			

ACECs Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Actions necessary to control the immediate impacts of an emergency that are urgently needed to reduce the risk to life, property, or important natural, cultural, or historic resources, in accordance with 43 Code of Federal Regulations (CFR) 46.150, are an exception to the ground disturbance cap limitation, objective and ground disturbance mitigation requirements. Ground disturbance from emergency actions will count in the ground disturbance calculation for other activities, and also be available for ground disturbance mitigation opportunities and restoration, as appropriate.			
		Calculating ground disturbance: Ground disturbance will be calculated on BLM managed land at the time of an individual proposal, by BLM for a BLM initiated action or by a third party for an activity needing BLM approval or authorization, for analysis in the activity-specific National Environmental Policy Act (NEPA) document. Once BLM approves/accepts or conducts a calculation for a ACEC, that calculation is considered the baseline of past and present disturbance and is valid for 12 months, and can be used by other proposed activities in the same unit. Ground disturbances, that meet the criteria below, would be added into the calculation for the 12 month period without having to revisit the entire calculation After a 12 month period has passed and a proposed action triggers the disturbance calculation, BLM will examine the existing ground disturbance calculation to determine: 1) if the calculation is still reliable, in which case add in any additional disturbance that has occurred since that calculation; or 2) if the disturbance must be recalculated in its entirety. Once completed for a specific activity, the ground disturbance calculation may be used throughout the activity's environmental analysis. However, the BLM may recalculate the affected unit(s) or portions of the unit(s) if it determines such recalculation is necessary for the BLM's environmental analysis.			
		Unit of measurement: When calculating the ground disturbance, it is necessary to identify the appropriate unit level at which the disturbance will be calculated. For ground disturbing activities that occur within an ACEC, the disturbance calculation will be based on the ACEC unit boundary, or the boundary of the disturbance cap area(s), whichever area is smaller. If there is overlap between California Desert National Conservation Lands and an ACEC, the calculation will take place based on the smallest unit. If an activity/project overlaps two or more smaller units, the cap will be calculated, individually, for all affected units.			
		Ground disturbance includes: The calculation shall include existing ground disturbance in addition to the estimated ground disturbance from the proposed activity (future) determined at the time of the individual proposal:			
		• Authorized/approved ground disturbing activities – built and not yet built			
		• BLM identified routes – all routes, trails, etc., authorized and unauthorized, identified in the Ground Transportation Linear Feature (GTLF) and/or other BLM route network database (i.e., BLM local databases that contain the best available data on routes and trails, replacement for GTLF, etc.), following applicable BLM standards and policy for identification of routes (authorized and unauthorized)			

ACECs					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Assumptions may be used to identify the percentage/degree/area/etc. of ground disturbance for a specific authorized/approved activity or activity-type based on:			
		o Activity-specific environmental analysis, such as NEPA or ESA Section 7 Biological Assessment			
		o Known and documented patterns of ground disturbance			
		o Other documented site-specific factors that limit or play a role in ground disturbance, such as topography, geography, hydrology (e.g. desert washes obliterating authorized routes on a regular basis), historical and predicted patterns of use			
		• Any unauthorized disturbance that can be seen at a 1:10,000 scale using the best available aerial imagery			
		• Ground disturbance from wildfire, animals, or other disturbances that can be seen at a 1:10,000 scale using the best available aerial imagery			
		• Historic Route 66 maintenance - potential ground disturbance estimates:			
		– As part of the ground disturbance calculation, the potential disturbance associated with estimated operations related to the maintenance of Historic Route 66 will automatically be included in the ground disturbance calculation as existing ground disturbance for the units specified below, until which time these estimated acres are no longer necessary due to approved operations:			
		▪ South Amboy-Mojave California Desert National Conservation Lands 221 acres			
		▪ Bristol Mountains ACEC 92 acres			
		▪ Chemehuevi ACEC 43 acres			
		▪ Pisgah ACEC 86 acres			
		o The estimated ground disturbance acreage includes disturbance associated with potential access to the locations if no current access exists.			
		o The estimated ground disturbance acres for maintenance of Historic Route 66 in the before mentioned conservation units is not approval of these activities by BLM. Activities associated with the management and maintenance of Historic Route 66 on BLM administered land will follow all applicable laws, regulations and policies.			
		Exceptions to the disturbance calculation:			
		• Actions necessary to control the immediate impacts of an emergency that are urgently needed to reduce the risk to life, property, or important natural, cultural, or historic resources, in accordance with 43 CFR 46.150, will not be required to conduct a disturbance calculation. If the actions are ground disturbing, that disturbance will count towards the disturbance cap when next calculated for non-emergency activities.			
		• Actions that are authorized under a Department of Interior (DOI) or BLM NEPA Categorical Exclusion will not be required to conduct a disturbance calculation; however, these actions are not exempt from the disturbance mitigation requirement if a unit is at or above its cap. Although the BLM is not required to calculate the disturbance cap before approving an activity under a Categorical Exclusion, if the BLM knows an area is at or exceeding the cap, the disturbance mitigation requirements would apply to that activity.			

ACECs Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• BLM authorized/approved research or restoration activities that are designed or intended to promote and enhance the relevant and important values for which the ACEC was designated.			
		• Actions that are entirely within the footprint of an existing authorized/approved site of ground disturbance that is within the calculation above.			
		• Livestock grazing permit renewals (however, water developments or other range improvements requiring an Environmental Assessment or Environmental Impact Statement would be subject to the disturbance calculation and any mitigation requirements).			
		Ground disturbance mitigation: The purpose of ground disturbance mitigation (disturbance mitigation) is to allow actions to occur in California Desert National Conservation Lands and/or ACEC that is at or above its designated disturbance cap(s), while at the same time providing a restoration mechanism that will, over time, improve the condition of the unit(s) and take them below their cap. Disturbance mitigation is compensatory. Disturbance mitigation is unique to ground disturbance cap implementation and a discrete form of compensatory mitigation, separate from other required mitigation in the DRECP (see Glossary of Terms).			
		Disturbance mitigation may only be used for ground disturbance that is otherwise allowed by the LUPA and consistent with the purposes for which the California Desert National Conservation Lands and/or ACEC was designated. Areas used for disturbance mitigation are still considered disturbed until which time they meet the "Ground Disturbance Recovery" criteria in the description below.			
		Unit for implementing disturbance mitigation: The appropriate unit level for implementing disturbance mitigation is the same as that used for calculating ground disturbance. For ground disturbing activities that occur within an ACEC, the disturbance mitigation will be required within the ACEC unit boundary, or the boundary of the disturbance cap area(s), whichever area is smaller. If there is overlap between California Desert National Conservation Lands and an ACEC, the disturbance mitigation will take place in the smallest unit. If an activity/project overlaps two or more smaller units, disturbance mitigation will be required for all units that are at or over their specified disturbance cap.			
		No disturbance mitigation required: If the calculated ground disturbance for the unit(s) is under the cap:			
		• No disturbance mitigation required; use activity design features to minimize new ground disturbance and help stay below cap.			
		Disturbance mitigation required: If the calculated ground disturbance is at or above the unit(s) cap, disturbance mitigation is required:			
		• Use activity design features to minimize new ground disturbance to the extent practicable.			
		• For the portion of the proposed activity that is located on land within an area previously disturbed by an authorized/approved action that has been terminated the required disturbance mitigation ratio is 1.5 (1½):1.			
		• For the portion of the proposed activity that is located on undisturbed land or land disturbed by unauthorized activities, the required disturbance mitigation ratio is 3:1.			

ACECs					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		• Although the BLM is not required to calculate the ground disturbance cap before approving/authorizing an activity under a Categorical Exclusion, if the BLM knows an area is at or exceeding the cap, the disturbance mitigation requirements would apply to that activity.			
		• In the rare circumstance where the BLM authorizes activities on areas restored (e.g., as disturbance or other forms of mitigation), the required disturbance mitigation ratio requirement is doubled, that is, 3:1 or 6:1, respectively.			
		• If disturbance mitigation opportunities do not exist in a unit, ground-disturbing activities (see exceptions below) will not be allowed in that unit until which time opportunities for disturbance mitigation in the unit become available (see types and forms of disturbance mitigation below) or the unit recovers and drops below the cap.			
		Exceptions to the disturbance mitigation requirement:			
		• Any portion of the proposed activity that is located on land previously disturbed by an existing, valid authorized/approved action.			
		• Livestock grazing permit renewals (however, water developments or other range improvements requiring an Environmental Assessment or Environmental would be subject to the disturbance calculation and any mitigation requirements).			
		• Land use authorization assignments and renewals with no change in use.			
		• BLM authorized/approved activities that are designed and implemented to reduce existing ground disturbance, such as ecological, cultural, or habitat restoration or enhancement activities.			
		• Non-discretionary actions, where BLM has no authority to require compensatory mitigation.			
		Types and forms of disturbance mitigation:			
		• Restoration of previously disturbed BLM lands within the boundary of the specific ACEC unit(s) being impacted.			
		• Acquisition of undisturbed lands within the boundary of the specific ACEC unit being impacted.			
		• Ground disturbance mitigation can be "nested" (i.e., combined) with other resource mitigation requirements, when appropriate. For example, a parcel restored for desert tortoise habitat mitigation may also satisfy the disturbance mitigation requirement if the parcel is within the appropriate unit of California Desert National Conservation Lands, ACEC boundary, or smaller disturbance cap unit.			
		Ground Disturbance Recovery			
		In general, California Desert National Conservation Lands and/or ACEC ground disturbance recovery would be determined during the decadal ground disturbance threshold ecoregion trend monitoring assessments (see below, and Monitoring and Adaptive Management). California Desert National Conservation Lands and/or ACEC recovery may be assessed at intermediate intervals, in between the decadal assessments, at BLM's discretion based on adequate funding and staffing. Between the decadal assessments, BLM will assume disturbed areas and units (same as used for calculations and mitigation) are not yet recovered until data is presented and BLM determines the area meets one of the two criteria below:			

ACECs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
		• Field verification that disturbed area(s) are dominated by the establishment of native shrubs, as appropriate for the site, and demonstrated function of ecological processes (e.g., water flow, soil stability).			
		• Ground disturbance can no longer be seen at the 1:10,000 scale using the best available aerial imagery.			
		Areas within California Desert National Conservation Lands and/or ACEC(s) may be determined recovered by BLM at any time, once one of the two criteria above are met, prior to the entire unit (of calculation and mitigation) being determined recovered. Areas determined recovered by BLM would be removed from the subsequent ground disturbance calculation for that unit.			
Lands & Realty	ACEC-LANDS-1	Renewable energy activities are not allowed. ACECs are right-of-way avoidance areas for all other land use authorizations, except when identified as right-of-way exclusion areas in the individual unit's Special Management Plan (Appendix B). Transmission is allowed. Re-powering of an existing wind facility is allowed if the re-power project remains within the existing approved wind energy ROW and reduces environmental impacts.	No	Type of land use does not occur within the WMRNP	Not a renewable energy project
	ACEC-LANDS-2	All lands within Areas of Critical Environmental Concern are identified for retention. If the BLM determines that disposal through exchange would result in a net benefit to the values of the ACEC, it may consider that exchange through a land use plan amendment.	No	Type of land use does not occur within the WMRNP	Not a disposal action
Minerals	ACEC-MIN-1	**High Potential Mineral Areas**	No	Type of land use does not occur within the WMRNP	Not a mineral extraction project
		• In California Desert National Conservation Lands and ACECs, determine if reasonable alternatives exist outside of the California Desert National Conservation Lands/ACEC areas prior to proposing mineral resource development within one of these areas.			
	ACEC-VRM-1	Manage Manzanar ACEC to conform to VRM Class II standards.	No	TTM does not require VRM	

Wildlife Allocation					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Lands & Realty	**WILD-LANDS-1**	Renewable energy activities and related ancillary facilities are not allowed.	No	Type of land use does not occur for the WMRNP	Not a renewable energy project
	WILD-LANDS-2	Applications for use authorizations that provide a benefit to the management area or serve public interests may be allowed, unless prohibited by statute.	Yes	Type of land use does not occur for the WMRNP	Re-routes will not reduce enhancement of recreation.
	WILD-LANDS-3	Use authorization applications, excluding renewable energy projects and related ancillary facilities, will be evaluated in accordance with whether they are compatible with and not contrary to the wildlife values or the protection and enhancement of wildlife and plant habitat for that Allocation.	No	Type of land use does not occur for the WMRNP	Authorizations are not changed for this project
	WILD-LANDS-4	All lands within Wildlife Allocations are identified for retention. If the BLM determines that disposal through exchange would result in a net benefit to the values of the Wildlife Allocation, it may consider that exchange through a land use plan amendment.	No	Type of land use does not occur for the WMRNP	Not a disposal action

SRMAs					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Biological Resources-Vegetation	SRMA-VEG-1	Vegetative Use Authorizations: Commercial collection of seed is an allowable use in designated OHV Open Areas. CMAs within SRMAs apply to this kind of activity	No	The existing WMRNP does not take this action, however, if new ground disturbing or implementation activities take this action then the BLM must conform to this CMA	
Comprehensive Trails and Travel Management	SRMA-CTTM-1	Refer to the individual SRMA Special Unit Management Plans (Appendix C) for SRMA/Recreation Management Zone specific objectives, management actions, and allowable uses. Protect SRMAs for their unique/special recreation values. Manage roads/primitive roads/trails consistent with SRMA objectives and as designated in Transportation and Travel Management Plan/RMPs.	Yes	Conformance is demonstrated through the EIS	
Lands and Realty	SRMA-LANDS-1	Renewable energy development is not an allowable use in SRMAs due to the incompatibility with the values of the SRMA. Two exceptions to this management action are:	No	Type of land use does not occur within the WMRNP	Not a renewable energy project
		• Geothermal development is an allowable use if a geothermal-only DFA overlays the SRMA designation and complies with a "no surface occupancy" restriction; with exception of the Ocotillo Wells SRMA (refer to the technology specifics for the DFA and the Special Unit Management Plan in Appendix C)			
		• If DRECP variance land designation overlays the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with recreation values and the Special Unit Management Plan (Appendix C) specific to the SRMA.			
		Re-powering of an existing wind facility is allowed if the re-power project remains within the existing approved ROW and reduces environmental and recreation impacts.			
	SRMA-LANDS-2	Acquired land within the SRMAs will be managed according to the goals and objectives of the SRMA, and activities on these lands will be consistent with the CMAs for SRMAs.	Yes	Conformance is demonstrated through the EIS	
	SRMA-LANDS-3	Lands within SRMAs are available for disposal. However, disposal actions are only available to parties that will manage the land in accordance with the recreational values identified in the Special Unit Management Plan (Appendix C) for the SRMA.	No	Type of land use does not occur within the WMRNP	Not a disposal action
Recreation & Visitor Services	SRMA-REC-1	Manage SRMAs for their targeted recreation activities, experiences and benefits. Maintain (and where possible enhance) the recreation setting characteristics—physical components of remoteness, naturalness and facilities; social components of contact, group size and evidence of use; and operational components of access, visitor services and management controls.	Yes	Conformance is demonstrated through the EIS	
	SRMA-REC-2	In SRMAs that overlap with California Desert National Conservation Lands and ACECs, manage in accordance with the Special Unit Management Plans for the SRMA/ERMA and the applicable ecological and cultural conservation unit (Appendices A, B, and C). If there is a conflict between the California Desert National Conservation Lands or ACEC management and the SRMA/ERMA management, the BLM will apply the most protective management (i.e., management that best supports natural and cultural resource conservation and limits impacts to the values for which the conservation unit was designated).	Yes	Conformance is demonstrated through the EIS	
	SRMA-REC-3	SRMA objectives and desired recreation setting characteristics described in the Special Unit Management Plans (Appendix C) may be refined and/or zoned in activity-level planning, based on visitor-use surveys and other monitoring.	Yes	Conformance is demonstrated through the EIS	

SRMAs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Visual Resources Management	**SRMA-VRM-1**	Manage the Alabama Hills SRMA to conform to VRM Class II standards.	No	TTM does not require VRM	

ERMAs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
General	ERMA-LUPA-1	Renewable energy activities and related ancillary facilities are not allowed where an ERMA overlaps with California Desert National Conservation Lands, ACEC, or Wildlife Allocation, or is not allowed in a specific ERMA as described in the Special Unit Management Plan (see Appendix C).	No	Type of land use does not occur for the WMRNP	
	ERMA-LUPA-2	In areas where renewable energy activities and related ancillary facilities are an allowable use, the CMAs related to renewable energy activities and related ancillary facilities for General Public Lands apply (refer to Section II.4.2.10), including but not limited to:	No	Type of land use does not occur for the WMRNP	
		• Renewable energy activities and related ancillary facilities that may have a measurable (i.e., the effect can be evaluated) adverse impact (direct, indirect or cumulative)on the biological or cultural conservation strategies, including individual California Desert National Conservation Lands, ACEC and/or Wildlife Allocation units of the DRECP LUPA are not allowed.			
		• Renewable energy activities and related ancillary facilities that may have a measureable (i.e., the effect can be evaluated) adverse impact (direct, indirect or cumulative) on the recreation design, including individual SRMAs and ERMAs, of the DRECP LUPA are not allowed.			
		• Renewable energy activities and related ancillary facilities that may have a measurable (i.e., the effect can be evaluated) adverse impact (direct, indirect, or cumulative) on the renewable energy and transmission design, including individual DFAs and VPLs, are not allowed.			
Recreation and Visitor Services	ERMA-REC-1	When considering land use authorizations within ERMAs, retain to the extent practicable recreation activities and associated qualities and conditions within these areas.	Yes	If any re-routes impact land authorizations, BLM must conform to this CMA	

DFAs and VPLs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Biological Resources: North American Warm Desert Dune and Sand Flats	**DFA-VPL-BIO-DUNE-1**	Activities in DFAs and VPLs, including transmission substations, will be sited to avoid dune vegetation (i.e., North American Warm Desert Dune and Sand Flats). Unavoidable impacts (see "unavoidable impacts to resources" in the Glossary of Terms) to dune vegetation will be limited to transmission projects, except transmission substations, and access roads that will be sited to minimize unavoidable impacts.	No	Type of land use does not occur for existing WMRNP.	
		• For unavoidable impacts (see "unavoidable impacts to resources" in the Glossary of Terms) to dune vegetation, the following will be required:			
		o Access roads will be unpaved.			
		o Access roads will be designed and constructed to be at grade with the ground surface to avoid inhibiting sand transportation.			
	DFA-VPL-BIO-DUNE-2	Within Aeolian corridors that transport sand to dune formations and vegetation types downwind inside and outside of the DFAs, all activities will be designed and operated to facilitate the flow of sand across activity sites, and avoid the trapping or diverting of sand from the Aeolian corridor. Buildings and structures within the site will take into account the direction of sand flow and, to the extent feasible, build and align structures to allow sand to flow through the site unimpeded. Fences will be designed to allow sand to flow through and not be trapped.	No	Type of land use does not occur for existing WMRNP.	
Individual Focus Species (IFS): Desert Tortoise	**DFA-VPL-BIO-IFS-1**	To the maximum extent practicable (see Glossary of Terms), activities will be sited in previously disturbed areas, areas of low quality habitat, and areas with low habitat intactness in desert tortoise linkages and the Ord-Rodman TCA, identified in Appendix D.	Yes	Already implemented in the WMRNP	
Mohave Ground Squirrel	**DFA-VPL-BIO-IFS-2**	Within the Mohave ground squirrel range configure solar panel and wind turbine arrays to allow areas of native vegetation that will facilitate Mohave ground squirrel movement through the project site. This may include raised and/or rotating solar panels or open space between rows of panels or turbines. Fences surrounding sites should be permeable for Mohave ground squirrels.	No	Type of land use does not occur for existing WMRNP.	
Bats	**DFA-VPL-BIO-BAT-1**	Wind projects will not be sited within 0.5 mile of any occupied or presumed occupied maternity roost.	No	Type of land use does not occur for existing WMRNP.	
Fire Prevention/Protection	**DFA-VPL-BIO-FIRE-1**	Implement the following standard practice for fire prevention/protection:	No	Type of land use does not occur for existing WMRNP.	
		• Implement site-specific fire prevention/protection actions particular to the construction and operation of renewable energy and transmission project that include procedures for reducing fires while minimizing the necessary amount of vegetation clearing, fuel modification, and other construction-related activities. At a minimum these actions will include designating site fire coordinators, providing adequate fire suppression equipment (including in vehicles), and establishing emergency response information relevant to the construction site.			
Biological Compensation	**DFA-VPL-BIO-COMP-1**	Impacts to biological resources from all activities in DFAs and VPLs will be compensated using the same ratios and strategies as LUPA-BIO-COMP-1 through 4, with the exception identified below in DFA-VPL-BIO-COMP-2.	No	Type of land use does not occur for existing WMRNP.	

DFAs and VPLs

Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or Is not applicable	Comments
	DFA-VPL-BIO-COMP-2	Exception to the biological resources standard compensation ratio of 1:1 - desert tortoise intact linkage habitat compensation ratio of 2:1 applies to the identified modeled intact linkage habitat (Appendix D) in two linkages—Ord-Rodman critical habitat unit to Joshua Tree National Park, and Fremont-Kramer critical habitat unit to the Ord-Rodman critical habitat unit, as identified in Appendix D. Maintenance and enhancement of the function of these two linkages is essential to the function of the Ord-Rodman critical habitat unit.	No	Type of land use does not occur for existing WMRNP.	
Comprehensive Trails and Travel Management	DFA-VPL-CTTM-1	Avoid Tier 1, Tier 2, Tier 3 roads/primitive roads/trails, Backcountry Byways, and other significant linear features (as defined in the LUPA-wide CMAs). If avoidance is not practicable, relocate access to the same or higher standard and maintain the recreation setting characteristics and access to recreation activities, facilities, and destination.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CTTM-2	If residual impacts to Tier 1 and Tier 2 roads/primitive roads/trails, Backcountry Byways, or other significant linear features cannot be protected and maintained, commensurate compensation in the form of an enhanced recreation operations, recreation facilities or opportunities will be required.	No	Type of land use does not occur for existing WMRNP.	
Cultural Resources and Tribal Interests		BLM developed and maintains a geodatabase for Cultural Resources and Cultural Resources investigations in a GIS. The geodatabase is regularly updated with newly recorded and re-recorded resource and investigation data. However, while the geodatabase includes location information (feature classes or shapefiles), the associated information about each resource or investigation (attribute data) is limited or inconsistent. As it exists now, the geodatabase cannot be used for predictive analyses like those recommended in *A Strategy for Improving Mitigation Policies and Practices of the Department of the Interior* (DOI 2014). However, with some updates, the geodatabase will be a powerful tool for identifying potential conservation priorities as well as development opportunities. Many of the CMAs below are intended to facilitate the update of BLM's geodatabase, and require its use when the updates are complete.			
		The following CMAs are for renewable energy and transmission land use authorizations only, in DFAs and VPLs. All other activities in DFAs and VPs are subject to the NHPA Section 106 process.			
	DFA-VPL-CUL-1	For renewable energy activities and transmission, require the applicant to pay all appropriate costs associated with the following processes, through the appropriate BLM funding mechanism:	No	Type of land use does not occur for existing WMRNP.	
		• All appropriate costs associated with the BLM's analysis of the DRECP geodatabase and other sources for cultural resources sensitivity.	No		
		• All appropriate costs associated with preliminary sensitivity analysis.	No		
		• All appropriate costs associated with the Section 106 process including the identification and defining of cultural resources. These costs may also include logistical, travel, and other support costs incurred by tribes in the consultation process.	No		
		• All appropriate costs associated with updating the DRECP cultural resources geodatabase with project specific results.	No		

DFAs and VPLs					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	DFA-VPL-CUL-2	Consistent and in compliance with the NHPA Programmatic Agreement, signed February 5, 2016, or the most up to date signed version -for renewable energy activities and transmission, a compensatory mitigation fee will be required within the LUPA Decision Area to address cumulative and some indirect adverse effects to historic properties. The mitigation fee will be calculated in a manner that is commensurate to the size and regional impacts of the project. Refer to the Programmatic Agreement for details regarding the mitigation fee.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CUL-3	For renewable energy activities and transmission, the management fee rate will be determined through the NHPA programmatic Section 106 consultation process that will be completed as part of the DRECP land use plan amendment.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CUL-4	For renewable energy activities and transmission, demonstrate that results of cultural resources sensitivity, based on the DRECP geodatabase, and other sources, are used as part of the initial planning pre-application process and to select of specific footprints for further consideration.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CUL-5	For renewable energy activities and transmission, provide a statistically significant sample survey as part of the pre-application process, unless the BLM determines the DRECP geodatabase and other sources are adequate to assess cultural resources sensitivity of specific footprints.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CUL-6	For renewable energy activities and transmission, provide justification in the application why the project considerations merit moving forward if the specific footprint lies within an area identified or forecast as sensitive for cultural resources by the BLM.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-CUL-7	For renewable energy activities and transmission, complete the NHPA Section 106 Process as specified in 36 CFR Part 800, or via an alternate procedure, allowed for under 36 CFR Part 800.14 prior to issuing a ROD or ROW grant on any utility-scale renewable energy or transmission project. For utility-scale solar energy developments, the BLM may follow the Solar Programmatic Agreement.	No	Type of land use does not occur for existing WMRNP.	
Livestock Grazing	DFA-VPL-LIVE-1	Avoid siting solar developments in active livestock grazing allotments. If a ROW is granted for solar development in an active livestock grazing allotment, prior to solar projects being constructed in active livestock allotments, an agreement must be reached with the grazing permittee/lessee on the 2-year notification requirements. If any rangeland improvements such as, but not limited to, fences, corrals, or water storage projects, are to be impacted by energy projects, reach agreement with the BLM and the grazing permittee/lessee on moving or replacing the range improvement. This may include the costs for NEPA, clearances, and materials.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-LIVE-2	In California Condor use areas, wind energy ROWs will include a term and condition requiring the permittee and wind operator to eliminate grazing of livestock.	No	Type of land use does not occur for existing WMRNP.	
	DFA-VPL-LIVE-3	Include no surface occupancy stipulation on geothermal leases in active grazing allotments.	No	Type of land use does not occur for existing WMRNP.	
Vegetation	DFA-VPL-VEG-1	Vegetative Use Authorizations: Commercial collection of seed in DFAs and VPLs is an allowable use. CMA's within these areas apply to this kind of activity.	No	Type of land use does not occur for existing WMRNP.	

DFAs and VPLs					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Visual Resources Management	**DFA-VPL-VRM-1**	Encourage development in a planned fashion within DFAs (e.g., similar to the planned unit development concept used for urban design—i.e., in-fill vs. scattered development, use of common road networks, Generator Tie Lines etc., use of similar support facility designs materials and colors etc.) to avoid industrial sprawl.	No	TTM does not require VRM	
	DFA-VPL-VRM-2	Development in DFAs and VPLs are required to incorporate visual design standards and include the best available, most recent BMPs, as determined by BLM (e.g. Solar, Wind, West Wide Energy Corridor, and Geothermal PEISs, the *"Best Management Practices for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands"*, and other programmatic BMP documents).	No	TTM does not require VRM	
	DFA-VPL-VRM-3	**Required Visual Resource BMPs.** All development within the DFAs and VPLs will abide by the BMPs addressed in the most recent version of the document *"Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands"*, or its replacement, including, but not limited to the following:	No	TTM does not require VRM	
		• Transmission:			
		o Color-treat monopoles Shadow Gray per the BLM Environmental Color Chart CC001 unless a more effective color choice is selected by the local Field Office VRM specialist.			
		o Lattice towers and conductors will have non-specular qualities.			
		o Lattice Towers will be located a minimum of 3/4 miles away from Key Observation Points such as roads, scenic overlooks, trails, campgrounds, navigable rivers and other areas people tend to congregate and located against a landscape backdrop when topography allows.			
		• Solar – Color treat all facilities Shadow Gray from the BLM Environmental Color Chart CC001 unless a more effective color is selected by the Field Office VRM specialist, including but not limited to:			
		o Concentrated solar thermal parabolic trough panel backs			
		o Solar power tower heliostats			
		o Solar power towers			
		o Cooling towers			
		o Power blocks			
		• Wind – Color treat all facilities Shadow Gray with the exception of the wind turbine and towers 200 vertical feet or more.			
		• Night Sky – BMPs to minimize impacts to night sky including light shielding will be employed			

Development Focus Areas					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Renewable Energy	DFA-RE-1	In order to use the DRECP's BLM LUPA streamlined process for renewable energy in DFAs and transmission, project proponents must first consult with appropriate representatives of the Department of Defense to ensure the proposed renewable energy and/or transmission activity will not cause an unacceptable risk to national security. Refer to additional detail in LUPA Section IV.4 and Appendix E. Specifically, the following process will be implemented:	No	Type of land use does not occur for the WMRNP	
		• For renewable energy and transmission activities proposed in red areas (see Appendix E), the DRECP BLM LUPA streamlined process will not be available unless a letter is obtained from the Department of Defense Siting Clearinghouse stating that military impacts have been mitigated.			
		• For renewable energy and transmission activities proposed in orange or yellow areas (see Appendix E), the DRECP BLM LUPA streamlined process will be not be available until Department of Defense representatives at the regional level have been consulted and have been provided a minimum of 30 days to assess potential mission impacts. If the regional representatives conclude within the 30 day period that there is a significant possibility that a proposed activity presents an unacceptable risk to national security, the BLM will not streamline the proposed activity process and will require additional environmental analysis regarding Department of Defense impacts, unless a letter is obtained from the Department of Defense Siting Clearinghouse stating that military impacts have been mitigated.			
Biological Resources	DFA-BIO-IFS-1	Conduct the following surveys as applicable in the DFAs as shown in **Table 21**.	No	Type of land use does not occur for the WMRNP	Check to make sure no DFAs overlap WEMO planning area
	DFA-BIO-IFS-2	Implement the following setbacks shown below in **Table 22** as applicable in the DFAs.	No	Type of land use does not occur for the WMRNP	
Desert Tortoise	DFA-BIO-IFS-3	Protocol surveys, as described in **DFA-BIO-IFS-1** and shown in **Table 21**, are required for development in the desert tortoise survey areas (see Appendix D). Based on the results of the protocol surveys the identified desert tortoises will be translocated, or the activity will be redesigned/relocated as described below:	No	Type of land use does not occur for the WMRNP	
		• If protocol surveys identify 3S or fewer desert tortoises in potential impact areas on an activity site, the USFWS and CDFW (for third party activities) will be contacted and provided with the protocol survey results and information necessary for the translocation of identified desert tortoises. Pre-construction and construction, and other activities will not begin until the clearance surveys for the site have been completed and the desert tortoises have been translocated. Translocation will be conducted in coordination with the USFWS and CDFW, as appropriate, per the protocols in the Desert Tortoise Field Manual (USFWS 2009) and the most up-to-date USFWS protocol.			
		• If protocol surveys identify an adult desert tortoise density (i.e., individuals 160 millimeters or more) of more than S per square mile or more than 3S individuals total on a project site, the project will be required to be redesigned, re-sited, or relocated to avoid and minimize the impacts of the activity on desert tortoise.			

Development Focus Areas					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Mohave Ground Squirrel	**DFA-BIO-IFS-4**	The DFA in the "North of Edwards" Mohave ground squirrel key population center is closed to renewable energy applications and any activity that is likely to result in the mortality (killing) of a Mohave ground squirrel until Kern and San Bernardino counties complete county General Plan amendments/updates that include renewable energy development and Mohave ground squirrel conservation on nonfederal land in the West Mojave ecoregion and the CDFW releases a final Mohave Ground Squirrel Conservation Strategy, or for a period of 5 years after the signing of the DRECP LUPA ROD, whichever comes first. If Kern and San Bernardino counties and CDFW do not complete their respective plans within the 5-year period, prior to opening the DFA to renewable energy applications and other impacting activities, BLM will assess new Mohave ground squirrel information, in coordination with the CDFW, to determine if modifications to the DFA or CMAs are warranted based on new Mohave ground squirrel information.	No	Type of land use does not occur for the WMRNP	
	DFA-BIO-IFS-5	Once the planning criteria in CMA **DFA-BIO-IFS-4**, are met, the DFA in the "North of Edwards" Mohave ground squirrel key population center will be reevaluated. If Kern and San Bernardino counties receive Mohave ground squirrel take authorizations from the CDFW through completed Natural Community Conservation Plans or county-wide conservation strategies that address Mohave ground squirrel conservation at a landscape level and include renewable energy development areas on nonfederal land in the West Mojave ecoregion, the "North of Edwards" key population center DFA will be eliminated and the management changed to General Public Lands, as part of adaptive management.	No	Type of land use does not occur for the WMRNP	
Plants	**DFA-BIO-PLANT-1**	Impact to suitable habitat (see Glossary of Terms) for the following plant Focus Species within the DRECP Plan Area will be capped (see "DFA Suitable Habitat Impacts Cap" in the Glossary of Terms) in the DFAs as described below and in **Table 23.** The suitable habitat impact cap for these plant species is to be measured in DFAs as a group, not individually.	No	Type of land use does not occur for the WMRNP	
		Triple-ribbed milk-vetch is an avoidance species in DFAs, therefore none of its suitable habitat is to be impacted.			
Recreation	**DFA-REC-1**	Retain, to the extent possible, the identified recreation setting characteristics: physical components of remoteness, naturalness and facilities; social components of contact, group size and evidence of use; and operational components of access, visitor services and management controls (see recreation setting characteristics matrix).	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-2	Avoid large-scale ground disturbance within one-half mile of Level 3 Recreation facility footprint including route access and staging areas. If avoidance isn't practicable, the facility must be relocated to the same or higher standard and maintain recreation objectives and setting characteristics.	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-3	SRMAs are exclusion areas for renewable energy development due to the incompatibility with the values of SRMAs. Two exceptions to this management action are:	No	Type of land use does not occur for the WMRNP	
		1. geothermal development is an allowable use in the few instances in Imperial County where a geothermal-only DFA overlays the SRMA designation and the lease includes a "no surface occupancy" stipulation, with exception of three specific parcels in the Ocotillo Wells SRMA (the Special Unit Management Plan in Appendix C)			

Development Focus Areas					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
		2. the VPL at Antimony Flat in Kern County overlaying the SRMA, renewable energy may be allowed on a case-by-case basis if the proposed project is found to be compatible with the specific SRMA values.			
	DFA-REC-4	When considering large-scale development in DFAs, retain to the extent possible existing, approved recreation activities.	No	Type of land use does not occur for the WMRNP	
	DFA-REC-5	For displacement of dispersed recreation opportunities, commensurate compensation in the form of enhanced recreation operations, recreation facilities or opportunities will be required. If recreation displacement results in resource damage due to increased use in other areas, mitigate that damage through whatever measures are most appropriate as determined by the Authorized Officer.	No	Type of land use does not occur for the WMRNP	Research further when Geodatabase is complete to confirm
	DFA-REC-6	Where activities in DFAs displace authorized facilities, similar new recreation facilities/campgrounds (including but not limited to the installation of new structures including pit toilets, shade structures, picnic tables, installing interpretive panels, etc.), will be provided.	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-7	If designated vehicle routes are directly impacted by activities (includes modification of existing route to accommodate industrial equipment, restricted access or full closure of designated route, pull outs, and staging area's to the public, etc.), mitigation will include the development of alternative routes to allow for continued vehicular access with proper signage, with a similar recreation experience. In addition, mitigation will also include the construction of an "OHV touring route" which circumvents the activity area and allows for interpretive signing materials to be placed at strategic locations along the new touring route, if determined to be appropriate by BLM.	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-8	Impacts from activities in a DFA to Special Recreation Permit activities will be mitigated by providing necessary planning and NEPA compliance documentation for Special Recreation Permit replacement activities, as determined appropriate on a case-by case basis.	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-9	If residual impacts to SRMAs occur from activity impacts in a DFA, commensurate mitigation through relocation or replacement of facilities or compensation (in the form of a recreation operations and enhancement fund) will be required.	Yes	Conformance is demonstrated through the EIS	
	DFA-REC-10	Within ERMAs, impacts from development projects that do not enhance conservation or recreation goals will require commensurate mitigation through relocation or replacement of facilities.	Yes	Conformance is demonstrated through the EIS	
Lands and Realty	DFA-LANDS-1	Lands within DFAs are available for disposal.	No	Type of land use does not occur for the WMRNP	Not a disposal action
	DFA-LANDS-2	Development of acquired lands within DFAs is allowed, at the discretion of the BLM California State Director, unless development is incompatible with the purposes of the acquisition and any applicable deed restrictions.	No	Type of land use does not occur for the WMRNP	Route Designation, no new facilities proposed
	DFA-LANDS-3	Lands proposed for exchange in DFAs will be segregated from the public land laws for S years, but wind, solar, geothermal and transmission applications and their associated facilities are allowed.	No	Type of land use does not occur for the WMRNP	Project is not associated with a land exchange.
	DFA-LANDS-4	Review withdrawn lands in DFAs upon receipt of a ROW application and if appropriate modify to allow for issuance of ROW grants.	No	Type of land use does not occur for the WMRNP	Not a right-of-way application
	DFA-LANDS-S	Cost recovery funding used to process a ROW application may be used to adjudicate and remedy any conflicting land withdrawals, if necessary.	No	Type of land use does not occur for the WMRNP	Not a right-of-way application
	DFA-LANDS-6	Make public lands in DFAs available for selection by the CSLC in lieu of base lands within DFAs. Base lands are School Lands the State of California was entitled to but did not receive title to due to prior existing encumbrances.	No	Type of land use does not occur for the WMRNP	Not a disposal action
	DFA-LANDS-7	Transmission facilities are an allowable use and will not require a plan amendment within DFAs.	No	Type of land use does not occur for the WMRNP	Not a Transmission line project

Development Focus Areas					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Visual Resources Management	DFA-VRM-1	Manage all DFAs as VRM Class IV to allow for industrial scale development. Employ best management practices to reduce visual contrast of facilities.	No	Type of land use does not occur for the WMRNP	
	DFA-VRM-2	Regional mitigation for visual impacts is required in DFAs . Mitigation is be based on the VRI class and the underlying visual values (scenic quality, sensitivity, and distance zone) for the activity area as it stands at the time the ROD is signed for the DRECP LUPA. Compensatory mitigation may take the form of reclamation of other BLM lands to maintain (neutral) or enhance (beneficial) visual values on VRI Class II and III lands. Other considerations may include acquisition of conservation easements to protect and sustain visual quality within the viewshed of BLM lands. The following mitigation ratios will be applied in DFAs:	No	Type of land use does not occur for the WMRNP	
		• VRI Class II 1:1 ratio			
		• VRI Class III ½ (0.5) : 1 ratio			
		• VRI Class IV, no mitigation required			
		Additional mitigation will be required where activities affect viewsheds of specially designated areas (e.g., National Scenic and Historic Trails).			
Wild Horses and Burros	DFA-WHB-1	Incorporate all guidance provided by the Wild Free-Roaming Horses and Burros Act of 1971, its amendments, associated regulations, and any pertinent court rulings into the project/activity proposal, as appropriate.	Yes	Conformance is demonstrated through the EIS	
	DFA-WHB-2	Development that would reduce burros' access to forage, water, shelter, or space or impede their wild, free-roaming behavior in Herd Management Area is not allowed	No	Type of land use does not occur for the WMRNP	WMRNP does not do development
	DFA-WHB-3	Mitigation can only occur on lands that the animals were found at the passage of the Wild Free-Roaming Horses and Burros Act of 1971. Expansion of the boundaries of a Herd Management Area back into the Herd Areas would require a land use plan amendment, the cost of which would be incurred by the applicant proposing to develop in the Herd Management Area, if part of the proposed mitigation package.	No	Type of land use does not occur for the WMRNP	WMRNP is on existing disturbed land and does not require mitigation
Wilderness Characteristics	DFA-WC-1	Renewable energy activities are allowed in DFAs that have been inventoried and identified as lands with wilderness characteristics.	No	Type of land use does not occur for the WMRNP	WMRNP does not do renewable energy activities
	DFA-WC-2	For inventoried lands found to have wilderness characteristics in DFAs, compensatory mitigation is required at a 1:1 ratio if wilderness characteristics are directly impacted. This may be accomplished through acquisition and donation, from willing landowners, to the federal government of (a) wilderness inholdings, (b) wilderness edge holdings that have inventoried wilderness characteristics, or (c) other areas within the LUPA Decision Area that are managed to protect wilderness characteristics. Restoration of impaired wilderness characteristics in Wilderness, Wilderness Study Area, and lands managed to protect wilderness characteristics could be substituted for acquisition.	No	Type of land use does not occur for the WMRNP	WMRNP is on existing disturbed land and does not require mitigation

Variance Process Lands					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Renewable Energy	**LUVPL-BIO-RE-1**	All renewable energy activities, during the planning phase, must establish baseline conditions for Focus and BLM Special Status bird and bat species using protocols and methodologies approved by BLM in coordination with USFWS, and CDFW as appropriate.	No	Type of land use does not occur for the WMRNP	
	VPL-BIO-RE-2	As part of a renewable energy activity proposal that may affect bird and bat Focus and BLM Special Status Species, a proven (e.g., peer reviewed) technology solution to bird and bat Focus and BLM Special Status Species injury and mortality must be incorporated into the activity design and operation as a mandatory element.	No	Type of land use does not occur for the WMRNP	
	VPL-BIO-RE-3	As part of a renewable energy activity proposal that may conflict with Department of Defense operations, a proven (e.g., peer reviewed) technology solution to Department of Defense conflicts must be incorporated as a mandatory element.	No	Type of land use does not occur for the WMRNP	
	VPL-BIO-RE-4	Each utility-scale renewable energy activity must result in a no net increase in ground disturbance within the specific ROW grant area.	No	Type of land use does not occur for the WMRNP	
	VPL-BIO-RE-5	The VPL at Antimony Flat in Kern County will remain as a VPL or be removed based on consistency with the Kern County General Plan Update. If removed, renewable energy activities would no longer be an allowable use in the SRMA.	No	Type of land use does not occur for the WMRNP	
Lands & Realty	**VPL-LANDS-1**	Lands within VPLs are available for disposal.	No	Type of land use does not occur for the WMRNP	Not a disposal action
Recreation & Visitor Services	**VPL-REC-1**	The VPL at Antimony Flat in Kern County will remain as a VPL or be removed based on consistency with the Kern County General Plan Update. If removed, renewable energy activities would no longer be an allowable use in the SRMA.	No	Type of land use does not occur for the WMRNP	
Visual Resources Management	**VPL-VRM-1**	Manage all Variance Process Lands as VRM Class III.	No	Type of land use does not occur for the WMRNP	
	VPL-VRM-2	Regional mitigation is required for visual impacts in VPLs. Mitigation will be based on the VRI class and the underlying visual values (scenic quality, sensitivity, and distance zone) for the development area as it stands at the time the ROD is signed for the DRECP. Compensatory mitigation may take the form of reclamation of other BLM lands to maintain (neutral) or enhance (beneficial) visual values on VRI Class II and III lands. Other considerations may include acquisition of conservation easements to protect and sustain visual quality within the viewshed of BLM lands. The following mitigation ratios will be applied in VPLs:	No	Type of land use does not occur for the WMRNP	
		• VRI Class II 2:1 ratio			
		• VRI Class III 1:1 ratio			
		• VRI Class IV no mitigation required			
		Additional mitigation will be required where activities affect viewsheds of specially designated areas (e.g., National Scenic and Historic Trails).			

General Public Lands					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
	GPL-1	DRECP LUPA Biological and Cultural Conservation Design – Activities that may have a measurable (i.e. the effect can be evaluated) adverse impact (direct, indirect or cumulative) on the biological or cultural conservation strategies, including individual California Desert National Conservation Lands, ACEC and/or Wildlife Allocation units of the DRECP LUPA are not allowed.	Yes	Already implemented for the WMRNP	
	GPL-2	DRECP LUPA Recreation Design - Activities that may have a measureable (i.e. the effect can be evaluated) adverse impact (direct, indirect or cumulative) on the recreation design, including individual SRMAs and ERMAs, of the DRECP LUPA are not allowed.	Yes	Already implemented for the WMRNP	
	GPL-3	DRECP LUPA Renewable Energy and Transmission Design - Activities that may have a measurable (i.e. the effect can be evaluated) adverse impact (direct, indirect, or cumulative) on the renewable energy and transmission design, including individual DFAs and VPLs, are not allowed.	No	Type of land use does not occur for existing WMRNP.	
	GPL-4	Renewable Energy Activities – A renewable energy activity that is not transmission aligned (see Glossary of Terms), as per the DRECP energy development design, is not allowed.	No	Type of land use does not occur for existing WMRNP.	
	GPL-5	DRECP LUPA – Activities that may have a measurable (i.e. the effect can be evaluated) adverse impact (direct, indirect, or cumulative) on the LUPA-wide structure, and implementation of the DRECP LUPA are not allowed.	Yes	Already implemented for the WMRNP	
Comprehensive Trails and Travel Management	GPL-CTTM-1	Avoid Tier 1, Tier 2, Tier 3 roads/primitive roads/trails, Backcountry Byways, and other significant linear features (as defined in the LUPA-wide CMAs). If avoidance is not practicable, relocate access to the same or higher standard and maintain the recreation setting characteristics and access to recreation activities, facilities, and destination.	Yes	Already implemented for the WMRNP	
	GPL-CTTM-2	If residual impacts to Tier 1 and Tier 2 roads/primitive roads/trails, Backcountry Byways, or other significant linear features cannot be protected and maintained, commensurate compensation in the form of an enhanced recreation operations, recreation facilities or opportunities will be required.	Yes	Already implemented for the WMRNP	
		The following CMAs are for renewable energy and transmission land use authorizations. All other activities will be subject to the NHPA Section 106 process.			
Cultural Resources and Tribal Interests	GPL-CUL-1	For renewable energy activities and transmission, the applicant is required to pay all appropriate costs associated with the following processes, through the appropriate BLM funding mechanism:	No	Type of land use does not occur for existing WMRNP.	
		• All appropriate costs associated with the BLM's analysis of the DRECP geodatabase and other sources for cultural resources sensitivity.			
		• All appropriate costs associated with preliminary sensitivity analysis.			
		• All appropriate costs associated with the Section 106 process including the identification and defining of cultural resources. These costs may also include logistical, travel, and other support costs incurred by tribes in the consultation process.			
		All appropriate costs associated with updating the DRECP cultural resources geodatabase with project specific results.			

General Public Lands					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
	GPL-CUL-2	For renewable energy activities and transmission, management fee, defined at a per acre rate and annual escalation provision for the life of the grant, will paid to the BLM as partial mitigation for the cumulative effects on cultural resources across the DRECP Plan Area and may be used to develop regional research designs and other forms of off-site and compensatory mitigation.	No	Type of land use does not occur for existing WMRNP.	
	GPL-CUL-3	For renewable energy activities and transmission, the management fee rate will be determined through the NHPA programmatic Section 106 consultation process that will be completed as part of the DRECP LUPA.	No	Type of land use does not occur for existing WMRNP.	
	GPL-CUL-4	For renewable energy activities and transmission, applicant must demonstrate that results of cultural resources sensitivity, based on the DRECP geodatabase, and other sources, are used as part of the initial planning pre-application process and to select of specific footprints for further consideration.	No	Type of land use does not occur for existing WMRNP.	
	GPL-CUL-5	For renewable energy activities and transmission, applicants will provide a statistically significant sample survey as part of the pre-application process, unless the BLM determines the DRECP geodatabase and other sources are adequate to assess cultural resources sensitivity of specific footprints.	No	Type of land use does not occur for existing WMRNP.	
	GPL-CUL-6	For renewable energy activities and transmission, applicants will provide justification in the application why the project considerations merit moving forward if the specific footprint lies within an area identified or forecast as sensitive for cultural resources by the BLM.	No	Type of land use does not occur for existing WMRNP.	
	GPL-CUL-7	For renewable energy activities and transmission, applicants will complete the NHPA Section 106 Process as specified in 36 CFR Part 800, or via an alternate procedure, allowed for under 36 CFR Part 800.14 prior to issuing a ROD or ROW grant on any utility-scale renewable energy or transmission project. For utility-scale solar energy developments, the BLM may follow the Solar Programmatic Agreement, if applicable.	No	Type of land use does not occur for existing WMRNP.	
Lands and Realty	GPL-LANDS-1	Lands within GPL are unavailable for disposal.	No	Type of land use does not occur for existing WMRNP.	Not a disposal action
	GPL-LANDS-2	Cost recovery funding used to process a ROW application may be used to adjudicate and remedy any conflicting land withdrawals, if necessary.	No	Type of land use does not occur for existing WMRNP.	Not a cost recovery project
Livestock Grazing	GPL-LIVE-1	Avoid siting solar developments in active livestock grazing allotments. If a ROW is granted for solar development in an active livestock grazing allotment, prior to solar projects being constructed in active livestock allotments, an agreement must be reached with the grazing permittee/lessee on the 2-year notification requirements. If any rangeland improvements such as, but not limited to, fences, corrals, or water storage projects, are to be impacted by energy projects, reach agreement with the BLM and the grazing permittee/lessee on moving or replacing the range improvement. This includes the costs for NEPA, clearances, and materials.			
	GPL-LIVE-2	In California condor use areas, wind energy ROWs will include a term and condition requiring the permittee and wind operator to eliminate grazing of livestock.			
	GPL-LIVE-3	A no surface occupancy stipulation will be included on geothermal leases in active grazing allotments.			
		Recreation and Visitor Services			

General Public Lands					
Category	**CMA #**	**CMA Text**	**Applicability**	**Explanation: Why CMA is or is not applicable**	**Comments**
Recreation and Visitor Services	GPL-REC-1	Retain, to the extent possible, the identified recreation setting characteristics: physical components of remoteness, naturalness and facilities; social components of contact, group size and evidence of use; and operational components of access, visitor services and management controls (see recreation setting characteristics matrix)	Yes	Already implemented for the WMRNP	
	GPL-REC-2	Avoid large-scale ground disturbance within one-half mile of Level 3 Recreation facility footprint including route access and staging areas. If avoidance isn't practicable, the facility must be relocated to the same or higher standard and maintain recreation objectives and setting characteristics.	Yes	Already implemented for the WMRNP	
	GPL-REC-3	When considering large-scale development in the GPL areas, retain to the extent possible existing, approved recreation activities.	No	Type of land use does not occur for existing WMRNP.	
		GPL Recreation Mitigation Measures			
		If impacts to recreation opportunities or setting characteristics identified in RMPs, or activity plans for designated recreation areas (SRMA, ERMA, OHV Areas, etc.), from proposed activities are identified, one or more of the following mitigation measures will be applied.			
GPL Recreation Mitigation Measures	GPL-REC-4	For displacement of dispersed recreation opportunities, commensurate compensation in the form of enhanced recreation operations, recreation facilities or opportunities will be required. If recreation displacement results in resource damage due to increased use in other areas, mitigate that damage through whatever measures are most appropriate as determined by the Authorized Officer.	Yes	Already implemented for the WMRNP	Not reducing access to campgrounds
	GPL-REC-5	Where activities displace authorized facilities, similar new recreation facilities/campgrounds (including but not limited to the installation of new structures including pit toilets, shade structures, picnic tables, installing interpretive panels, etc.), will be provided.	No	Type of land use does not occur for existing WMRNP.	WMRNP not displacing
	GPL-REC-6	If designated vehicle routes are directly impacted by activities (includes modification of existing route to accommodate industrial equipment, restricted access or full closure of designated route, pull outs, and staging area's to the public, etc.), mitigation will include the development of alternative routes to allow for continued vehicular access with proper signage, with a similar recreation experience. In addition, mitigation will also include the construction of an "OHV touring route" which circumvents the activity area and allows for interpretive signing materials to be placed at strategic locations along the new touring route, if determined to be appropriate by the Authorized Officer.	No	Type of land use does not occur for existing WMRNP.	WMRNP not doing development
	GPL-REC-7	Impacts from third-party activities to authorized Special Recreation Permit activities will be mitigated by providing necessary planning and NEPA compliance documentation for Special Recreation Permit replacement activities, as determined appropriate on a case-by-case basis.	No	Type of land use does not occur for existing WMRNP.	BLM not third-party
	GPL-REC-8	If residual impacts to SRMAs occur from third party activity impacts in GPLs areas, commensurate mitigation through relocation or replacement of facilities or compensation (in the form of a recreation operations and enhancement fund) will be required.	No	Type of land use does not occur for existing WMRNP.	BLM not third-party
	GPL-REC-9	Within ERMAs, impacts from third-party development projects that do not enhance conservation or recreation goals will require commensurate mitigation through relocation or replacement of facilities.	No	Type of land use does not occur for existing WMRNP.	

General Public Lands					
Category	CMA #	CMA Text	Applicability	Explanation: Why CMA is or is not applicable	Comments
Visual Resources Management	GPL-VRM-1	Development in GPLs is required to incorporate visual design standards and include the best available, most recent BMPs, as determined by BLM (e.g. Solar, Wind, West Wide Energy Corridor, and Geothermal PEISs, the Best Management Practices for Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands, and other programmatic BMP documents).	No	TTM does not require VRM	
	GPL-VRM-2	**Required Visual Resource BMPs.** All development will abide by the BMPs addressed in the most recent version of the document "*Reducing Visual Impacts of Renewable Energy Facilities on BLM-Administered Lands*" or its replacement, including, but not limited to the following:	No	TTM does not require VRM	
		• Transmission:			
		o Color-treat monopoles Shadow Gray per the BLM Environmental Color Chart CC001 unless a more effective color choice is selected by the local Field Office VRM specialist.			
		o Lattice towers and conductors will have non-specular qualities.			
		o Lattice Towers will be located a minimum of 3/4 miles away from Key Observation Points such as roads, scenic overlooks, trails, campgrounds, navigable rivers and other areas people tend to congregate and located against a landscape backdrop when topography allows.			
		• Solar – Color treat all facilities Shadow Gray from the BLM Environmental Color Chart CC001 unless a more effective color is selected by the Field Office VRM specialist, including but not limited to:			
		o Concentrated solar thermal parabolic trough panel backs			
		o Solar power tower heliostats			
		o Solar power towers			
		o Cooling towers			
		o Power blocks			
		• Wind – Color treat all facilities Shadow Gray with the exception of the wind turbine and towers 200 vertical feet or more.			
		Night Sky – BMPs to minimize impacts to night sky including light shielding will be employed.			
	GPL-VRM-3	Regional mitigation is required for visual impacts in GPLs. Mitigation will be based on the VRI class and the underlying visual values (scenic quality, sensitivity, and distance zone) for the development area as it stands at the time the ROD is signed for the DRECP. Compensation may involve reclamation of visual impacts that are present within other areas designated as BLM VRM Class I or II lands (so that they are no longer visible in the long term), mitigation on BLM lands inventoried as having equal to or greater visual resource values, or amending RMP for lands located within VRM Class III or IV to a higher level of protection (VRM Class I or II) for areas that are visually intact with no cultural modifications and have visual resource inventoried values that are equal to or greater in value and place a protective Visual ACEC delineated around the compensatory mitigated area. The following mitigation ratios will be applied:	No	TTM does not require VRM	
		• VRI Class II 2:1 ratio			
		• VRI Class III 1:1 ratio			
		• VRI Class IV no mitigation required			
		Additional mitigation will be required where projects affect viewsheds of specially designated areas (e.g., National Scenic and Historic Trails).			

APPENDIX I

RESPONSES TO COMMENTS ON DRAFT SEIS

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APPENDIX I
RESPONSES TO COMMENTS
ON THE
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

Table I-1: Responses to Comments on NEPA Process

Subsection 1.1 Public Participation

Comment 1.1-1: Request extension of Draft Supplemental Environmental Impact Statement (DSEIS) comment period		
	Summary of Comments: These comments request that the DSEIS comment period be extended. The comments provide a variety of reasons, including stating that none of the alternatives are acceptable since they do not fulfill the Court's mandate to minimize adverse impacts and conflicts, that the size and complexity of the document require additional review time, and that additional review time will allow commenters to bring forth additional information to help inform BLM's decision.	
	Response to Comments: The BLM has determined that the comment period was sufficient.	
	Index to Comments	
	Pacific Crest Trail Association	135-1
	Randy Banis	138-1, 138-2, 138-5
	Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-1, 165-8, 165-13
	Defenders of Wildlife and Sierra Club	176-13
	California Native Plant Society	179-22
	Julia Dole	212-4
	Donald Teschner	214-4
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-19, 377-145, 377-149
	Center for Biological Diversity	379-2, 379-95
	Kerncrest Audubon Society	400-1
	Carla Cicchi	405-7
Comment 1.1-2: Failure to follow requirements for public hearings, notices, and availability of materials for public review and comment		
	Summary of Comments: These comments generally state that BLM did not follow requirements for public hearings, notices, and opportunities for public review and comment. Some comments simply make a general statement, without identifying specific deficiencies. Others identify specific items, such as stating that BLM failed to provide access to hard-copies of the DSEIS and maps, that BLM failed to answer questions at the public meetings, or that BLM failed to provide the names of the preparers of the DSEIS.	

Table I-1: Responses to Comments on NEPA Process

	Response to Comments: The agency followed all requirements of the BLM NEPA Handbook (H-1790-1) and Land Use Planning Handbook (H-1601-1) with respect to providing opportunities for public input into the WMRNP. The efforts associated with pre-planning and scoping are described in Section 5.4 of the DSEIS. The scoping process included publication of two Notices of Intent, two overview scoping meetings, eight public travel designation workshops, and three public workshops focused on tribal communities. Throughout this process, the agency encouraged members of the public to sign up for receipt of additional notices and copies of the DSEIS. Upon publication, the DSEIS, on DVD, was distributed to approximately 200 people and agencies on the mailing list, and another 600 people who requested copies directly from BLM staff or during public meetings. In addition to being published in the Federal Register, on the project website, and in local publications, notice of the availability of the DSEIS and public meetings was mailed to more than 1,200 persons who had requested notification. The agency then held four public review meetings at locations throughout the planning area. The public review period was re-opened in September 2015 and 2 additional open houses were held in December. In addition, the Draft SEIS has been developed, and was distributed for another round of public review.	
	Index to Comments	
	Gary Goodson	49-5, 49-15
	Pam Nelson	62-4
	Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-14
	Julia Dole	212-6
	Donald Teschner	214-6
	Linda Mawbey, Senior Planner, San Bernardino County	219-1
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-9, 377-45, 377-46, 377-107, 377-148
	Center for Biological Diversity	379-94
	Desert Tortoise Council	380-61, 380-64
Comment 1.1-3: Difficulty accessing or using the DSEIS, or the maps, on BLM website		
	Summary of Comments: These comments generally describe difficulties with accessing the DSEIS on BLM's website, or with using the maps provided with the DSEIS, either on the BLM website or on the DVDs. Other comments request map features, such as the ability to segregate routes kept open for a specific purpose such as rock-hounding, to be made available. The comments request extension of the public comment period to allow further review of the maps. The comments do not identify specific text in the DSEIS that is deficient.	

Table I-1: Responses to Comments on NEPA Process

Response to Comments:

It is acknowledged that the volume of data provided on the maps is enormous, due to the very large size of the planning area and large number of routes. Due to this large size, there was no feasible method for making the material publicly available in a small, easily downloadable file sizes. Knowing the large size of the files, the agency made the information available in three different forms – through the interactive PDF maps on the project website and on DVD, and through the online GIS mapping tool. The agency immediately responded when reviewers expressed that they had difficulty accessing the files, by offering technical support and supplying DVDs upon request.

In trying to make it possible for the public to review many different routes with respect to many different resources, the agency considered several different methods for portraying the information on maps. The use of interactive maps, where a reviewer can focus in on their area of interest and individually review each of the affected resources, is a common tool for graphically presenting these types of data for review. In doing so, the agency understood that all users may not be familiar with the technology. To address this, information describing how to use the system was included in a file on the DVD, called "Tips and Tricks for the Interactive Route Maps". The agency also responded to dozens of requests from users who requested assistance, and provided staff at public meetings to demonstrate the use of the maps. The agency received numerous comments, both in public comments on the DSEIS and in person at the meetings, praising the usefulness of the maps.

Index to Comments

Laurie Kaye and Curt Fisher	39-7
Miriam Seger	56-1
Pacific Crest Trail Association	135-2
Ruth Hidalgo	140-4
Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-6, 165-7, 165-8, 165-9, 165-10, 165-11
Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-11
Mary Grimsley	185-1
Teresa Sitz	203-6, 203-7, 203-9
Julia Dole	212-5
Donald Teschner	214-5
Karl Zeller	226-2
Paul Pearson & Blanca Martinez	372-1
The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-1, 377-7, 377-16, 377-17, 377-18, 377-146, 377-147
Kathy Goss	391-1, 391-2
Mary Dellavalle	409-1
Western Watersheds Project	411-4

Comment 1.1-4: Failure to include maps in DSEIS file or to provide all background files for maps

Table I-1: Responses to Comments on NEPA Process

	Summary of Comments: These comments request that the GIS layers and inventory data be made available to the public, or state that the inclusion of the maps in a file separate from the DSEIS leaves the DSEIS incomplete.	
	Response to Comments: Information from the GIS layers is available (shown) on the maps provided in the DEIS. The GIS data used for the DSEIS will be posted when the ROD is signed.	
	Index to Comments	
	Joseph Webber	13-1
	Laurie Kaye and Curt Fisher	39-7
	Ruth Hidalgo	140-4
	Teresa Sitz	203-6, 203-9
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-110
	California 4 Wheel Drive Association	406-5, 406-15
Comment 1.1-5: Support for/appreciation of map features		
	Summary of Comments: These comments generally provide positive comments on, and appreciation for, the functionality or content of the maps.	
	Response to Comments: The comments in favor of the use of interactive maps to present the routes and the potentially affected resources are noted. No changes to the Draft SEIS have been requested, and none have been made.	
	Index to Comments	
	Randy Banis	138-57
	Ruth Hidalgo	140-3
	Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-12
	Laraine Turk	234-1
Comment 1.1-6: Readability of the DSEIS		
	Summary of Comments: These comments state that the DSEIS is not written in a plain, easily understandable manner, as is required by NEPA. Some comments provide analysis of the text of the DSEIS to measure its readability. The analysis demonstrates that the text of the DSEIS is confusing, and largely too complicated to meet the 40 CFR 1502 requirements for writing of a DSEIS in plain and concise language. The comments provide examples of how comparative information could be re-organized to improve the readability of the document.	
	Response to Comments: The FSEIS was reviewed to reduce the complexity of the NEPA document.	
	Index to Comments	
	Desert Tortoise Council	412-3
Comment 1.1-7: General support for the approach of the WMRNP and route evaluation process		
	Summary of Comments: These comments generally state that the WMRNP is an improvement on previous WEMO travel management efforts, and is likely to provide for improved preservation of resources. The comments encourage continued use of the process through the Travel Management Plans.	
	Response to Comments: The comments in favor of the approach of the DSEIS and the route evaluation process are noted. No changes to the Draft SEIS have been requested, and none have been made.	

Table I-1: Responses to Comments on NEPA Process

	Index to Comments	
	David M. Jensen	23-1
	Gatzke Dillon and Ballance, LLP	115-1
	Ruth Hidalgo	140-5
	Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-24
	California Off-Road Vehicle Association	399-2
	Blue Ribbon Coalition	410-3, 410-4
Comment 1.1-8: General objection to the approach of the DSEIS		
	Summary of Comments: These comments generally oppose the approach used, or the range of alternatives evaluated. They recommend that none of the alternatives be adopted, and that the WMRNP be re-started, or another DSEIS issued for public comment before the Final Supplemental EIS is issued. The comments are made both by commenters who advocate reducing routes and protecting more resources, and commenters who would prefer to open more routes.	
	Response to Comments: BLM followed all requirements of the BLM NEPA Handbook (H-1790-1) in acquiring public input into the scope of analyses and range of alternatives that were employed in the DSEIS.	
	Index to Comments	
	Comment letter # 64 is a form letter received from approximately 3,520 commenters	64-1, 64-5
	Comment letter #65 is a form letter received from approximately 2,416 commenters	65-7, 65-8
	Stephanie Weigel	210-1
	Shirley Vaughn	332-1
	Chris Lish	333-1, 333-5
	F Hammer	335-1, 335-5
	Roman LoBianco	336-1, 336-5
	Kathleen McConn	339-1, 339-5
	Katie Fagan	341-1, 341-5
	Stewart Wilber	342-1, 342-5
	Mlou Christ	345-1, 345-2
	Janet Fiore	346-1, 346-4
	Ted & Karen Meyers	371-1
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-3, 377-8, 377-43, 377-44, 377-51, 377-105
	Center for Biological Diversity	379-18, 379-95
	Desert Tortoise Council	380-1, 380-2, 380-3, 380-14, 380-26, 380-82, 380-98, 380-115, 380-186
	Colorado River Indian Tribes	384-2
	Carla Cicchi	405-1, 405-6
	Western Watersheds Project	411-5
	Desert Tortoise Council	412-8, 412-9, 412-12, 412-15, 412-57

Table I-1: Responses to Comments on NEPA Process

Comment 1.1-9: Request for Clarification of TTM discussion		
	Summary of Comments: These comments request that BLM clarify text regarding BLM's adoption of the TTM system.	
	Response to Comments: Text derived from Manual 1626 to describe BLM's adoption of the TTM system, has been provided in Appendix G.	
	Index to Comments	
	Desert Tortoise Council	412-37
Comment 1.1-10: Adequacy of Response to Comments		
	Summary of Comments: These comments generally contend that comments submitted during the scoping comment period and/or the 2015/2016 DEIS public comment period were not addressed in the Draft SEIS. Some of the comments state that "comment noted" is not a sufficient response, while others point out specific comments submitted that the commenter states were not addressed.	
	Response to Comments: The comments that received the response "comment noted" in 2015/2016 review were generally non-substantive comments. Comments that are not considered substantive include the following: comments in favor of or against the proposed action or alternatives without reasoning that meet the criteria listed above (such as "we disagree with Alternative Two and believe the BLM should select Alternative Three"). • comments that only agree or disagree with BLM policy or resource decisions without justification or supporting data that meet the criteria listed above (such as "more grazing should be permitted"). • comments that don't pertain to the project area or the project (such as "the government should eliminate all dams," when the project is about a grazing permit). • comments that take the form of vague, open-ended questions. Comments that were considered to be non-substantive were not addressed further.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-95
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-11, 377-111
	Center for Biological Diversity	379-65, 379-67, 379-70
	ORV Watch Kern County	392-1
	Desert Tortoise Council	412-17, 412-18, 412-55

Subsection 1.2 Consultation

Comment 1.2-1: Requests that BLM consult with affected agencies, organizations, and communities	
Summary of Comments: These comments generally request that BLM consult with other law enforcement agencies, agencies that manage adjacent jurisdictions, outside organizations, or communities regarding the impact of the WMRNP on their enforcement capability, route network, stakeholders, or residents. Some of the comments state that BLM has not consulted, while others simply request future consultation. Some of the comments provide names of specific agencies or organizations that should be invited to consult, while other comments do not identify specific agencies or organizations.	
Response to Comments: Most of the agencies or organizations mentioned in these comments have already been included in consultations regarding the WMRNP up to this point of the project. In response to the comments, the agency has reviewed the requests to ensure that all of the requested parties are included on the mailings lists, for future communications.	
Index to Comments	
Gary Goodson	49-12, 49-13
Capital Trail Vehicle Association	54-14
Defenders of Wildlife and Sierra Club	176-54
Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-13
U.S. Marine Corps Installations West	183-2
Irene Fisher	206-5
Margaret Adam	221-5
Desert Tortoise Council	380-55
Colorado River Indian Tribes	384-12, 384-13
San Bernardino County	407-1, 407-3, 407-4
Desert Tortoise Council	412-155

Subsection 1.3 Future Use of Supplemental EIS

Comment 1.3-1: Request that the WMRNP process be used to establish a mechanism for designation of future routes	
Summary of Comments: These comments request that BLM use the WMRNP process to establish a mechanism that can be used to designate routes in the future without the need for CDCA Plan Amendment.	
Response to Comments: Chapter 2 of the DSEIS discusses how the proposed Plan Amendments are intended to assist BLM in identifying future changes to the route network that would require an additional Plan Amendment, and which could be made without a new Plan Amendment.	
Index to Comments	
Inyo County Board of Supervisors	130-2
Town of Apple Valley	382-5

Subsection 1.4 NEPA Sufficiency

Comment 1.4-1: The WMRNP should be coordinated with DRECP		
	Summary of Comments: These comments state that the WMRNP is not consistent with the DRECP's management of areas for their conservation values.	
	Response to Comments: The FSEIS was revised to ensure consistency and policy conformance with the DRECP LUPA.	
	Index to Comments	
	California Native Plant Society	179-6
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-5, 377-81, 377-82, 377-83, 377-120
	Center for Biological Diversity	379-75
	Western Watersheds Project	411-11

Table I-2: Responses to Comments on Proposed CDCA Plan Amendments

Subsection 2.1 Comments in Favor of Proposed Plan Amendments

Comment 2.1-1: Comments in favor of part or all of PA III – Update parameters for C Routes		
	Summary of Comments: These comments express support for adopting parts or all of PA III, which would update the parameters for Competitive (C) Routes.	
	Response to Comments: Comments in favor of the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Blue Ribbon Coalition	410-5
Comment 2.1-2: Comments in favor of part or all of PA VI – Changing WEMO Plan limits on stopping and parking adjacent to designated routes		
	Summary of Comments: These comments express support for adopting parts or all of PA IV – Changing WEMO Plan limits on stopping and parking adjacent to designated routes.	
	Response to Comments: Comments in favor of the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-30
Comment 2.1-3: Comments in favor of PA VII – Reallocate AUMs and modify allotment boundaries		
	Summary of Comments: These comments favor the adoption of PA VII – Reallocate AUMs and modify allotment boundaries, in order to protect resources.	
	Response to Comments: Comments in favor of the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Christina Amarillas	222-1
	Diane Hesford	244-1
	Center for Biological Diversity	379-31
	Western Watersheds Project	411-12

Subsection 2.2 Comments Opposed to Proposed Plan Amendments

Comment 2.2-1: Comments opposed to the adoption of PA I – Change the CDCA Plan language that limits the WEMO route network to existing routes of travel as of 1980		
	Summary of Comments: These comments object to the adoption of proposed PA I – Change the CDCA Plan language that limits the WEMO route network to existing routes of travel as of 1980.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Final Supplemental EIS.	
	Index to Comments	
	Center for Biological Diversity	379-20
Comment 2.2-2: Comments opposed to all or part of PA III – Update parameters for C Routes		

	Summary of Comments: These comments oppose adoption of some components of, or alternatives for, PA III, which would update the parameters for Competitive (C) Routes.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-16
	Irene Fisher	206-6
	Desert Tortoise Council	380-169, 380-181, 380-199
Comment 2.2-3: Comments opposed to all or part of PA IV – Modify general access designations related to washes, sand dunes, and dry lakes		
	Summary of Comments: These comments oppose adoption of some components of, or alternatives for, PA IV, which would modify general access designations related to washes, sand dunes, and dry lakes.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-12
	Center for Biological Diversity	379-89
	Desert Tortoise Council	380-80, 380-171 , 380-189
	Western Watersheds Project	411-8
	Desert Tortoise Council	412-43, 412-44, 412-55
Comment 2.2-4: Comments opposed to PA V – Changing WEMO Plan limitations on access into Rand Mountains - Fremont Valley Management Area		
	Summary of Comments: These comments oppose adoption of PA V, which would change the WEMO Plan limitations on access to the Rand Mountains - Fremont Valley Management Area.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Desert Tortoise Council	412-46
Comment 2.2-5: Comments opposed to PA VI – Changing WEMO Plan limits on stopping and parking adjacent to designated routes		
	Summary of Comments: These comments oppose adoption of PA VI, which would change the WEMO Plan limitations on stopping and parking adjacent to designated routes. Some of these comments state a preference for wider limits, or no limits, in order to increase access. Other comments state a preference for narrower limits, in order to protect resources.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Ruth Hidalgo	140-1

	Colorado River Indian Tribes	384-8
	California 4 Wheel Drive Association	406-10
	Desert Tortoise Council	412-47
Comment 2.2-6: Comments opposed to PA VII – Reallocate AUMs and modify allotment boundaries		
	Summary of Comments: These comments oppose the adoption of PA VII – Reallocate AUMs and modify allotment boundaries. These comments oppose the inclusion of changes to grazing allotments in the alternatives evaluated in the DSEIS. The comments also state that the DSEIS does not analyze the impacts that would occur as a result of the termination of grazing.	
	Response to Comments: Comments opposed to the Plan Amendments generally did not provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Irene Fisher	206-9, 206-10, 206-11
	Jay and Karen Moon, Ron and Jonna Kemper, Billy & Julie Mitchell, Jon Stone (Allotment Lessees)	393-1, 393-2, 393-3, 393-4
	Western Watersheds Project	411-7
	Desert Tortoise Council	412-66

Subsection 2.3 Comments Regarding Development and Analysis of the Proposed Plan Amendments

Comment 2.3-1: Compliance of Plan Amendments with FLPMA and the CDCA Plan		
	Summary of Comments: These comments request that the DSEIS provide more information on the manner in which the proposed Plan Amendments are consistent with FLPMA, the CDCA Plan, and the TTM Guidance. These comments reference specific text from FLPMA and the CDCA Plan which describes the issues that the BLM must consider in LMP revisions. The commenters have highlighted specific passages in the text that they contend was not adequately considered in the DSEIS. The comments contend that the DSEIS addresses only limited elements of the CDCA Plan, and must address all elements.	
	Response to Comments: Sections 2.1.2 and 2.2.1 of the DSEIS specifically reference sections of FLPMA, the CDCA Plan, BLM's Travel and Transportation Management Handbook, and other BLM regulations and guidance that must be addressed under the WMRNP. The DSEIS addresses all CDCA Plan elements that would be affected by the proposed Plan Amendments. In addition, the DSEIS addresses all of the resources that are the subject of the CDCA Plan elements.	
	Index to Comments	
	Randy Banis	138-13
	Center for Biological Diversity	379-1, 379-3, 379-4
	Desert Tortoise Council	380-50, 380-51, 380-52, 380-53, 380-54, 380-69, 380-86, 380-103
Comment 2.3-2: Comments on the sufficiency of analysis of the proposed Plan Amendments		

	Summary of Comments: These comments state that the analysis of the proposed Plan Amendments is insufficient. Some comments state that the analysis does not apply or address the minimization criteria. Other comments request an analysis of the impact of the proposed Plan Amendments by evaluating the condition and trend of ACECs and NLCS lands.	
	Response to Comments: The resources analyzed within Chapters 3 and 4 include all of the resources from the minimization criteria of 43 CFR 8342.1. The analysis of each of those resources, including ACECs and NLCS lands, specifically addresses the impact of each of the proposed Plan Amendments.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-16
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-42, 377-56, 377-86, 377-87, 377-91, 377-92
	Center for Biological Diversity	379-30, 379-87
	Desert Tortoise Council	380-97, 380-149, 380-150, 380-158, 380-159, 380-160, 380-170, 380-194
Comment 2.3-3: Comments on the sufficiency of analysis of PA I – Change the CDCA Plan language that limits the WEMO route network to existing routes of travel as of 1980		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts of, or analyze alternatives to, proposed PA I – Change the CDCA Plan language that limits the WEMO route network to existing routes of travel as of 1980. The comments state that the DSEIS does not assess the impacts of the proposed change, does not provide a rationale for the proposed change, should have analyzed alternatives to the PA, and that the change was not directed by the Court.	
	Response to Comments: The rationale for PA I, including the reasons why only two alternatives (No Action Alternative and the Proposed Action) to PA I are feasible, is provided in Section 2.1.2. The impacts of PA I, including the No Action Alternative and the Proposed Action, are specifically discussed under each resource in Chapter 4. The DSEIS did not claim that the Court ordered that PA I be considered. Section 1.2 of the DSEIS discusses the reasons for inclusion of PA 1 in the WMRNP, which are based on conformance with BLM regulations and guidance.	
	Index to Comments	
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-27, 377-28
	Center for Biological Diversity	379-6, 379-17, 379-19
Comment 2.3-4: Comments on the sufficiency of analysis of PA II – Adopt Travel Management Areas		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts of, or analyze a full range of alternatives to, proposed PA II – Adopt Travel Management Areas. The comments state that the DSEIS does not consider a sufficient range of alternatives.	
	Response to Comments: BLM used the scoping process to obtain public input into the development of TMA alternatives to be considered under PA II. The impacts of PA II, including the No Action Alternative and two alternative PAs, were specifically discussed under each resource in Chapter 4.	

	Index to Comments	
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-31, 377-32, 377-33, 377-34, 377-35, 377-36
Comment 2.3-5: Comments on the sufficiency of analysis of PA III – Update parameters for C Routes		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts of PA III, which would update the parameters for Competitive (C) Routes. The comments state that the DSEIS does not consider a sufficient range of alternatives, does not identify the specific routes, and has not identified all resources along the proposed routes.	
	Response to Comments: BLM used the scoping process to obtain public input into the development of alternative parameters for C Routes to be considered under PA III. The impacts of PA III, including the No Action Alternative and three action alternatives, were specifically discussed under each resource in Chapter 4.	
	Index to Comments	
	Center for Biological Diversity	379-21, 379-22, 379-23, 379-24
	Desert Tortoise Council	380-22, 380-56, 380-57, 380-58, 380-168
	Desert Tortoise Council	412-41, 412-42, 412-64, 412-65, 412-69
Comment 2.3-6: Comments on the sufficiency of analysis of PA IV – Modify general access designations related to washes, sand dunes, and dry lakes		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts of PA IV, which would modify general access designations related to washes, sand dunes, and dry lakes. The comments state that the DSEIS does not consider a sufficient range of alternatives, does not address impacts on Cuddeback Lake, and has not identified all resources associated with the dry lakes.	
	Response to Comments: BLM used the scoping process to obtain public input into the development of alternative parameters for the dry lakes to be considered under PA IV. The impacts of PA IV, including the No Action Alternative and three action alternatives, were specifically discussed under each resource in Chapter 4. Impacts to Cuddeback Lake were discussed under all resources in Chapter 4. Opening only the lake bed itself will provide for both motorized (OHV Open, OHV Limited or OHV Closed),non-motorized and non-mechanized recreation uses including camping, land sailing, filming, stargazing, photography, and OHV use, but will be monitored to ensure that cross-country use does not spill over into the limited use critical tortoise habitat by use of signs, outreach, and other implementation strategies. If signs are not enough, measures such as barriers, may be implemented.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-12
	Center for Biological Diversity	379-25, 379-91
	Desert Tortoise Council	380-78, 380-79, 380-189

	Colorado River Indian Tribes	384-5
	Desert Tortoise Council	412-63, 412-84
Comment 2.3-7: Comments on the sufficiency of analysis of PA V – Changing WEMO Plan limitations on access into Rand Mountains - Fremont Valley Management Area		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts of PA V – Changing WEMO Plan limitations on access into Rand Mountains - Fremont Valley Management Area. The comments state that the DSEIS does not provide any documentation from operation of the permit system for the past 9 years.	
	Response to Comments: BLM used the scoping process to obtain public input into the Rand Permit system. The impacts of PA V, including the No Action Alternative and three action alternatives, were specifically discussed under each resource in Chapter 4. The change from a required permit system to an intensively managed limited designated route network would free up staff members that would have to be solely dedicated to the administration of a permit program. These staff members would be able to carry out and oversee efforts as outlined in the areas TMP such as route signing, public education outreach, trail maintenance, and restoration. These efforts would result in a more broad based approach to the effective management of public lands. Additionally, the requirement of a person to pay a fee for the use of the federal recreational lands within the Rand Mountains-Fremont Valley Management Area is a violation of the Federal Lands Recreation Enhancement Act (FLREA) (PL 108-447). FLREA prohibits the charging of standard or expanded amenity fees for dispersed areas, for persons who are driving through Federal recreation lands, or for parking or picnicking along roads and trails. (Sec. 803 (d) (1)).	
	Index to Comments	
	Center for Biological Diversity	379-27, 379-28, 379-29
	Desert Tortoise Council	380-183
	Desert Tortoise Council	412-45, 412-97
Comment 2.3-8: Comments on the sufficiency of analysis of PA VII – Reallocate AUMs and modify allotment boundaries		
	Summary of Comments: These comments state that the DSEIS does not sufficiently analyze the environmental impacts, or analyze a sufficient range of alternatives to, PA VII – Reallocate AUMs and modify allotment boundaries. The comments also contend that the scope of the alternatives do not conform to the recommendations of DRECP.	
	Response to Comments: BLM used the scoping process to obtain public input into the development of grazing allotment alternatives under PA VII. The impacts of PA VII, including the No Action Alternative and three action alternatives, were specifically discussed under each resource in Chapter 4.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-15
	Center for Biological Diversity	379-32
Comment 2.3-9: Failure to analyze alternatives to all of the proposed Plan Amendments		
	Summary of Comments: These comments state that the DSEIS must analyze alternatives to all of the proposed Plan Amendments, and point out that there are no alternatives to PA-I, PA-II, and PA-IV.	

	Response to Comments: Section 2.1.2 of the DSEIS specifically describes why alternatives are not considered for some of the proposed Plan Amendments. The rationale, in each case, is that the existing language of the CDCA Plan no longer applies because it has been overridden by other legislation, regulation, or guidance. In effect, these items have already been changed by that legislation, regulation, or guidance, and thus the proposed amendments are simply incorporating those changes.	
	Index to Comments	
	Center for Biological Diversity	397-7

Table I-3: Responses to Comments on Proposed Changes to Grazing Allotments

Subsection 3.1 Comments Opposed to Grazing

Comment 3.1-1: Requests to reduce/eliminate grazing in specific areas		
	Summary of Comments: These comments request that grazing be reduced or eliminated in specific areas.	
	Response to Comments: Livestock grazing is an authorized use under the CDCA Plan, as amended by the 2006 West Mojave Plan and the 2016 DRECP. The California Desert District Office, Barstow and Ridgecrest Field Offices have consulted with the US Fish and Wildlife Service (FWS), including formal consultations on the 2006 WEMO Plan Amendment and the 2016 DRECP Plan Amendment regarding the continued existence of the desert tortoise and modification of critical habitat. The FWS made a determination that livestock grazing in the WEMO Planning Area would not jeopardize the continued existence of the desert tortoise or result in adverse modification of critical habitat. All of the current grazing leases include the grazing strategies contained in the 2006 WEMO as terms and conditions to those grazing leases under FWS concurrence. Recent grazing lease renewals were issued under the authority of Section 402(c)(2) of FLPMA as amended.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-15
	Defenders of Wildlife and Sierra Club	176-71, 176-74
	U.S. Marine Corps Installations West	183-4
	Jessica Carr	278-1
	Center for Biological Diversity	379-33
	John Nichols	290-1
	Desert Tortoise Council (all tortoise habitats)	380-17
	Desert Tortoise Council (Wilderness areas, El Paso Mountains, and non-wilderness areas in Indian Wells Valley)	380-48
	Kerncrest Audubon Society (Jawbone/Butterbredt ACEC)	400-5
Comment 3.1-2: General comments opposed to grazing		
	Summary of Comments: These comments generally oppose grazing because of resource use and impacts to vegetation and wildlife.	
	Response to Comments: Livestock grazing is an authorized use under the CDCA Plan as amended by the 2006 West Mojave Plan and the 2016 DRECP. The California Desert District Office, Barstow and Ridgecrest Field Offices have consulted with the FWS on several occasions, including formal consultations on the 2006 WEMO Plan Amendment and the 2016 DRECP Plan Amendment on the continued existence of the desert tortoise and modification of critical habitat. The FWS made a determination that livestock grazing in the WEMO Planning Area would not jeopardize the continued existence of the desert tortoise or result in adverse modification of critical habitat. All of the current grazing leases include the grazing strategies contained in the 2006 WEMO as terms and conditions to those grazing leases under FWS concurrence. Recent grazing lease renewals were issued under the authority of Section 402(c)(2) of FLPMA as amended.	
	Index to Comments	
	Andrea Salinas	236-2

	Ken Sanford	238-2
	manorlee52 (only name given on e-mail)	239-1
	David Holloway	240-1
	Fred Rinne	241-1
	Cathey Schneider	251-1
	Noreen Lawlor	258-1
	Diane Bolton	263-1
	Charles Anderson	266-1
	Charles Anderson	271-1
	Catherine Kamas	276-1
	Brain Carr	279-1
	Helen Wagenvoord	284-1
	Janice Jones	289-1
	Annette Bork	293-1
	Lisa Kellman	294-1
	Jennifer Mosier	298-1
	Karen McMurray	299-1
	Nancy Oliver	300-1
	Karil Hazard	306-1
	Randall Boltz	308-1
	Todd W. Barnes	309-1
	Jan Summers	311-1
	Dita Skalic	313-1
	Western Watersheds Project	411-15, 411-17

Subsection 3.2 Comments in Support of Grazing

Comment 3.2-1: General comments in support of grazing		
	Summary of Comments: These comments generally support grazing as an important component of multiple use.	
	Response to Comments: Livestock grazing is an authorized use under the CDCA Plan as amended by the 2006 West Mojave Plan and the 2016 DRECP. All of the current grazing leases include the grazing strategies contained in the 2006 WEMO as terms and conditions to those grazing leases under FWS concurrence. Recent grazing lease renewals were issued under the authority of Section 402(c)(2) of FLPMA as amended.	
	Index to Comments	
	Irene Fisher	206-1
	Julie Mitchell	237-1

Subsection 3.3 Comments Regarding the Sufficiency of the Analysis of Grazing

Comment 3.3-1: Specific comments on the sufficiency of the analysis of grazing in the DSEIS		
	Summary of Comments: These comments request specific changes to information provided about grazing allotments, or recommend changes in the analysis of the impacts of grazing.	
	Response to Comments: The information contained in the DSEIS concerning livestock grazing and grazing allotments is the most current and accurate information available. Livestock grazing is an authorized use under the CDCA Plan as amended by the 2006 West Mojave Plan and the 2016 DRECP. All of the current grazing leases include the grazing strategies contained in the 2006 WEMO as terms and conditions to those grazing leases under FWS concurrence. Recent grazing lease renewals were issued under the authority of Section 402(c)(2) of FLPMA as amended.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-71, 176-74, 176-75, 176-76, 176-77, 176-78, 176-79, 176-80, 176-81, 176-82, 176-83, 176-84, 176-85, 176-86, 176-87, 176-88, 176-89, 176-90, 176-91, 176-92
	U.S. Marine Corps Installations West	183-4
	Desert Tortoise Council	380-18
	Desert Tortoise Council	412-6, 412-36, 412-48

Table I-4: Responses to Comments on the Proposed Route Network and Alternatives

Subsection 4.1 Comments on the Portrayal of Routes on Maps

Comment 4.1-1: Maps are confusing, not complete, not up-to-date, or contain errors in land ownership or route configurations

Summary of Comments:
These comments point out information, such as property boundaries, land ownership, route locations, and geographic features, which are not correctly presented on the maps. These comments provide specific information, from on-the-ground observations and knowledge, of errors in the maps' depiction of individual routes and/or land ownership. Some of the comments point out missing designations or sub-designations on the maps. Other comments request that the geographic coverage of the analysis be expanded outside of the WEMO area to allow the public to review the connectivity of the network with adjacent NEMO and NECO areas. Several comments also note discrepancies in data and designations between the different maps associated with the WMRNP, and with other maps, such as those published as Desert Access Guides (DAGs). The comments generally do not provide an opinion regarding whether the route ought to be opened or closed, just that the depiction of the route on the map needs to be corrected.

Response to Comments:
The agency has reviewed the specific issues identified in these comments and corrected the maps as needed.

Index to Comments

James Wilson	11-1
Pat Flanagan	52-1
Friends of Juniper Flats	53-1
Pam Nelson	62-4
Comment letter #64 is a form letter received from approximately 3,520 commenters	64-2
Comment letter #65 is a form letter received from approximately 2,416 commenters	65-7
Pacific Crest Trail Association	135-3
Randy Banis	138-7, 138-12
Dianne Rindt	164-1
Defenders of Wildlife and Sierra Club	176-23
Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-11
U.S. Marine Corps Installations West	183-4
Teresa Sitz	203-7
Paul Pearson	204-3
Stephanie Weigel	210-2
Julia Dole	212-5, 212-11
Donald Teschner	214-5, 214-11
Chris Lish	333-2
F Hammer	335-2
Roman LoBianco	336-2
Kathleen McConn	339-2
Katie Fagan	341-2
Stewart Wilber	342-2

	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-1, 377-7, 377-12, 377-13, 377-16, 377-17, 377-18, 377-67, 377-75
	Center for Biological Diversity	379-8, 379-44, 377-139, 377-140, 377-141, 377-142, 377-147
	Desert Tortoise Council	380-64, 380-151, 380-163
	Carla Cicchi	405-3
	California 4 Wheel Drive Association	406-6, 406-7
	Desert Tortoise Council	412-145
Comment 4.1-2: Request for indication of street-legal routes on the maps		
	Summary of Comments: These comments request that "street legal" routes be identified on the maps in a separate color from "motorized/open" routes, so that reviewers can determine whether routes of interest are open or closed to OHVs.	
	Response to Comments: The maps in the Draft SEIS have been revised in the Final SEIS to show routes with the subdesignation of "street legal", to more clearly identify these routes.	
	Index to Comments	
	Gary Goodson	49-17, 49-18, 49-19
	Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-10
	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-11
Comment 4.1-3: Objection to manner in which routes are shown on maps		
	Summary of Comments: These comments object to how routes are shown on the maps. Some comments state that the route types indicated on the maps do not conform to the route inventory guidance that recognizes roads, primitive roads, and trails. Others state that the change in route numbering from previous route designation efforts in WEMO makes it difficult to compare the designations, or that the subdesignations cannot be determined from the maps. Others state that the color code used to show sub-designations masks routes that are designated for permit only.	
	Response to Comments: Previous route numbers were used wherever viable, but the update and correction of the route inventory required substantial changes to the previous numbering system. The asset classification of routes as roads, primitive roads, and trails are not mapped in the Draft SEIS as this classification is primarily used for explaining the state of construction and maintenance on a route. However, information regarding the asset classification of each route can be found in the TMPs in Appendix G. The maps in the Draft SEIS have been updated to show route subdesignations separately.	
	Index to Comments	
	Gary Goodson	49-17, 49-18, 49-19
	Randy Banis	138-8
	Defenders of Wildlife and Sierra Club	176-23
	Teresa Sitz	203-1

	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-12

Subsection 4.2 Comments on the Route Inventory, Baseline, and No Action Alternative Network

Comment 4.2-1: The process for inventorying routes and trails was flawed

Summary of Comments:

These comments state that process of relying on aerial photograph analysis and generalized assumptions about on-the-ground conditions to develop the route inventory and estimate resource impacts is flawed because it did not include ground truthing, categorized natural features as existing routes, failed to identify non-motorized trails, and failed to consider route-specific impacts in the designation process. Some of the comments point out that, by failing to identify non-motorized trails and cattle trails, these features have been opened to motorcycle use, which is much more damaging to resources.

Response to Comments:

As discussed on Page 2-18, the GIS route inventory data was checked against field surveys in 2012 and therefore is not based entirely on aerial photographs. The inventory data included non-motorized routes and each action alternative includes non-motorized routes. In addition, BLM has encouraged the public to provide route-specific comments on the current status and use of routes and to identify any routes that may be missing from the inventory. More than 5,600 route specific comments were received in the public comment period. BLM individually reviewed these comments and made appropriate changes to route designations, subdesignations, etc. if needed. Additional changes to the route inventory and network will be made in the future as issues are identified by BLM staff, or are communicated to BLM by the public.

Index to Comments

Gary Goodson	49-16
Capital Trail Vehicle Association	54-11
Randy Banis	138-5
Defenders of Wildlife and Sierra Club	176-8, 176-24
The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-47, 377-48
Center for Biological Diversity	379-40

Comment 4.2-2: The basis of the No Action Alternative is unlawful

Summary of Comments:

These comments state that the No Action Alternative is unlawful because it is based on the WEMO 2006 designation, which was found to be unlawful, and was specifically precluded in the Court Order. The comments also contend that use of the route inventory as the baseline for analysis, instead of use of the No Action Alternative as the baseline, is unlawful, unclear, and inaccurate.

Response to Comments:

The Court did not remand the No Action Alternative in place through the WMRNP process, but rather commented on the sufficiency of analysis of the alternative. The No Action Alternative represents the route designations that are currently in effect, and thus is an appropriate alternative that meets the requirements of NEPA.

Index to Comments

The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-14, 377-15, 377-25, 377-47, 377-49, 377-50, 377-114
Center for Biological Diversity	379-42, 379-83

	Desert Tortoise Council	412-144
Comment 4.2-3: Routes identified in baseline should not be referred to as transportation linear disturbances		
	Summary of Comments: These comments state that routes shown on maps as part of the baseline are improperly identified as transportation linear disturbances, and should be considered open pending impact assessment under CFR 8342.1.	
	Response to Comments: The existence of a route on the ground as part of the inventory does not imply that the feature was an open route in the No Action Alternative. The development and analysis of route network Alternatives 2, 3, and 4 considered opening of routes that were designated as transportation linear disturbances in the baseline, if a need for that route to be OHV Open/OHV Limited access, use or recreation was identified.	
	Index to Comments	
	Gatzke Dillon and Ballance, LLP	115-2

Subsection 4.3 Comments on the Route Designations and Route Network Alternatives

Comment 4.3-1: Range of Alternatives does not include an alternative with a reduced route network, or alternatives that would minimize impacts, as directed by the Court		
	Summary of Comments: These comments state that the alternatives analyzed in the DSEIS do not represent a range, do not comply with the Court's requirement to analyze an alternative with a reduced mileage of routes, do not distinguish between routes for access versus routes for recreation, and do not include alternatives that would minimize resource impacts.	
	Response to Comments: The Court's Remedy Order required that the agency consider at least one alternative that analyzes a less extensive route network (Summary Judgment, Page 4 of 17, Lines 3-4). Alternative 2 was developed specifically to meet this requirement.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-28, 176-57
	Stephanie Weigel	210-1, 210-8
	Margaret Adam	211-8, 211-12
	Julia Dole	212-1, 212-3, 212-7, 212-8, 212-10, 212-17
	Donald Teschner	214-1, 214-3, 214-7, 214-8, 214-10, 214-17
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-3, 377-51, 377-52, 377-53, 377-54, 377-55, 377-109, 377-115, 377-119
	Center for Biological Diversity	379-80, 379-81, 379-82, 379-84, 379-85
	Desert Tortoise Council	380-73

Comment 4.3-2: Analysis must include reasonable alternatives for increased access		
	Summary of Comments: These comments state that the analysis of alternatives in the DSEIS does not provide reasonable alternatives to address enhanced motorized access for recreational activities, youth access, and elderly and disabled.	
	Response to Comments: Alternative 3 was specifically developed to analyze a route network that provides enhanced OHV access.	
	Index to Comments	
	Capital Trail Vehicle Association	54-2, 54-3, 54-4, 54-5
Comment 4.3-3: Opposition to use of non-mechanical designation outside wilderness		
	Summary of Comments: Unless called for by management protocols (i.e. PCT), special resource concerns, or chronic user conflicts, the "non-mechanical" designation should be used only for transportation linear disturbances within wilderness, and those outside wilderness should be designated "non-motorized."	
	Response to Comments: By definition motorized (OHV) activities are not authorized on transportation linear disturbances whether inside or outside of wilderness. As noted in the comment, there are circumstances where a "non-mechanical" designation is appropriate as a minimization measure where sensitive resources are present.	
	Index to Comments	
	Randy Banis	138-3, 138-11
Comment 4.3-4: Opposition to segmentation of routes for designation		
	Summary of Comments: These comments state that the segmentation of routes into small pieces makes it difficult for the public to review the designations.	
	Response to Comments: BLM analyzed the route network based on the segmentation of routes in order to provide the granularity necessary to provide adequate evaluation of resources.	
	Index to Comments	
	Randy Banis	138-9
	Irene Fisher	206-3
	California Off-Road Vehicle Association	399-6
Comment 4.3-5: Request to consider route longevity as a factor in designation		
	Summary of Comments: These comments request that "traditional" routes that are depicted on USGS maps should be given priority for being designated as motorized over new, less established routes.	
	Response to Comments: Some "traditional" routes as depicted on USGS maps no longer exist on the ground and BLM determines its route designations on existing conditions and potential effects on resources.	
	Index to Comments	
	Randy Banis	138-10

Comment 4.3-6: Failure to consider comments provided through other mechanisms in the current route designations		
	Summary of Comments: These comments object that the current route designations did not specifically consider route-specific comments made on the DRECP or through other BLM planning documents.	
	Response to Comments: The DRECP did not address route specific designations. Route specific comments that were received during the comment period for the 2018 Draft SEIS WMRNP were reviewed and incorporated where appropriate in Alternative 5.	
	Index to Comments	
	Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-4, 165-5, 165-6
Comment 4.3-7: Data used in the analysis should be maintained in Federal database		
	Summary of Comments: These comments request that data used in the analysis be maintained only in Federal and State databases, that no data from non-governmental organizations should be used, and that all data be available to the public for review.	
	Response to Comments: The BLM is required to use the best available data when making any determination, which could include data from non-governmental organizations.	
	Index to Comments	
	California 4 Wheel Drive Association	406-3, 406-11
Comment 4.3-8: Request designations and language ensuring military access		
	Summary of Comments: These comments request that the EIS specify that the WMRNP would not restrict the ability of the military to use routes historically used by the military.	
	Response to Comments: The BLM received route specific comments both written and verbally regarding military use of routes and these were incorporated as appropriate in Alternative 5.	
	Index to Comments	
	U.S. Marine Corps Installations West	183-2

Subsection 4.4 Preference for Alternatives and Route Designations that Favor Route Closure or Limitation to Enhance Resource Protection

Comment 4.4-1: General opposition to any alternative that increases the mileage of routes, or to designation of routes as motorized/open based on general citation of 43 CFR 8342.1 or the Court Order	
	Summary of Comments: These comments oppose adoption of Alternative 3 or 4, or generally oppose increasing the mileage of off-road vehicle (ORV) routes, and generally cite the minimization criteria in 43 CFR 8342.1, or refer to the requirements of the Court to minimize routes, as rationale to designate routes as closed. These comments typically do not provide a list of specific resources that are impacted, or do not cite a specific subsection of 43 CFR 8342.1. These comments also do not provide specific locations where routes should be closed, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:

These are general comments that express a preference for route closure, but do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate.

Both the CDCA Plan and FLPMA recognize the need to balance use of public lands with protection of public resources. As required by FLPMA, public lands must be managed in a manner that protects the quality of public land resources, and that provides for outdoor recreation and human occupancy and use (43 USC 1701(a)(8)). As discussed in Section 2.2.1 of the DSEIS, all alternatives incorporate the CDCA Plan goal to provide for the use and access to public lands, and resources within the CDCA, including economic, educational, scientific, and recreational uses, in a manner that enhances, wherever possible—and that does not diminish, on balance—the environmental, cultural and aesthetic values of the desert and of its productivity, as identified in Sections 601 and 103 of FLPMA. The CDCA Plan recognized the sometimes complex and conflicting mandates that provide for both use and protection of a variety of public resources, and the key role of access across public lands.

Based on this need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.

Index to Comments

Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-14
Miriam Seger	162-5
Defenders of Wildlife and Sierra Club	176-17, 176-18
Stephanie Weigel	210-3
Julia Dole	212-1
Donald Teschner	214-1
Margaret Adam	221-3
Graciela Huth	249-1
Cathey Schneider	251-1
John Crump	255-1
Beth Anderson	256-1
Karen Espanol	257-1
Diane Bolton	263-2
Robin Morton	265-1
Geralyn Guldeth	269-1
Malcolm Groome	277-1
Gail Roberts	282-1
Helen Wagenvoord	284-1
Janice L Jones	289-1
Annette Bork	293-1
John M. Keefe	296-1
Karen McMurray	299-1
Nancy Oliver	300-1
Kathleen Ervin	302-1
Georgia Labey	304-1
Marcie Winter	305-1
Karil Hazard	306-1
Randall Boltz	308-1
Jan Summers	311-1

	Ed Schmidt	314-1
	Andrea Kean	315-1
	Barbra Wright	316-1
	Barry Katz	317-1
	L. G. Jones Bedel	320-1, 320-2
	Janet Lee Beatty	322-1
	Rich Moser	347-1
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-20, 377-23, 377-24
	Desert Tortoise Council	380-26
	Sharon Dove	369-1
	Doug Parham, Western San Bernardino County Landowner's Association	383-3
	ORV Watch Kern County (TMA 4)	392-10
	Kerncrest Audubon Society	400-6
	Diane Kuntz (TMA 3)	401-1
	Carla Cicchi	405-4
	Neil Wierenga (Joshua Tree)	408-1, 408-6
	Western Watersheds Project	411-1, 411-16
Comment 4.4-2: General opposition to designation of routes as motorized/open based on 43 CFR 8342.1 (a)		
	Summary of Comments: -These comments oppose increasing the mileage of off-road vehicle (ORV) routes based on the minimization criteria in 43 CFR 8342.1 (a). These comments generally cite one or more resources covered under 43 CFR 8342.1 (a), including soil, watershed, vegetation, air, other resources of the public lands (such as cultural resources), and wilderness suitability. These comments do not provide specific locations where routes should be closed, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: These are general comments that express a preference for route closure in order to protect soil, watershed, vegetation, air, other resources of the public lands (such as cultural resources), and wilderness suitability. Impacts to these resources were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.	
	Index to Comments	
	James Hammons	6-1
	Kendra Atleework	8-1
	Zoe Pedford	14-1
	Laurie Kaye and Curt Fisher	39-3
	Comment letter #65 is a form letter received from approximately 2,416 commenters	65-1, 65-3, 65-6
	Comment letter #111 is a form letter received from approximately 14 commenters	111-8
	Defenders of Wildlife and Sierra Club	176-71
	California Native Plant Society	179-2
	Paul Pearson	204-2

Margaret Adam	211-6, 211-9
Julia Dole	212-2, 212-16, 212-17
Donald Teschner	214-2, 214-16, 214-17
Paul Hadley and Wendy Hadley	215-2
Zandria Petteway-Barton	227-1
Andrea Salinas	236-1
Ken Sanford	238-1
Fred Rinne	241-1
Richard McDowell	350-4
Diane Mitchell (Wonder Valley)	385-1
ORV Watch Kern County (TMA 4)	392-8, 392-12

Comment 4.4-3: General opposition to designation of routes as motorized/open based on 43 CFR 8342.1 (b)

Summary of Comments:

These comments oppose increasing the mileage of off-road vehicle (ORV) routes based on the minimization criteria in 43 CFR 8342.1 (b). These comments generally cite one or more resources covered under 43 CFR 8342.1 (b), including wildlife and wildlife habitats. These comments do not provide specific locations where routes should be closed, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:

These are general comments that express a preference for route closure in order to protect wildlife, wildlife habitats, and areas designated for the protection of wildlife resources. Impacts to these resources were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate.

Based on the need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.

Index to Comments

Joanne S. McBirney	24-1
Laurie Kaye and Curt Fisher	39-4
Sue Cossins	40-1
E.A. Allen	61-1, 61-2
Comment letter #111 is a form letter received from approximately 14 commenters	111-8, 111-9
Chester and Deborah Rucker	112-3, 112-4
Desert Tortoise Preserve Committee	117-8, 117-11
Linda Doyle	118-8, 118-9
Robert Kaplan	119-3, 119-9
Friends of Big Morongo Canyon Preserve	120-2
Matt Adrian and Kimberly Bagwill	145-2
Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-15
Miriam Seger	162-5
Defenders of Wildlife and Sierra Club	176-39, 176-45, 176-71
Doria Talley	180-2

	Gordon Zittel	199-6
	Paul Pearson	204-2
	Margaret Adam	211-6
	Julia Dole	212-17
	Donald Teschner	214-17
	Paul Hadley and Wendy Hadley	215-2
	Zandria Petteway-Barton	227-1
	Debra (no last name given)	233-1
	Andrea Salinas	236-1
	Ken Sanford	238-1
	David Holloway	240-1
	Fred Rinne	241-1
	Nancy Griffin	242-1
	Sue Ann Schoonmaker	243-1
	Bill Blazelowski	245-1
	Alan Solomon	248-1
	Graciela Huth	249-1
	Barbra Jean Adams	297-1
	Oliver Leroy	325-1
	Karen Cappa	326-1
	Beth Havens	327-1
	Dr. C. Cavette	328-1
	Richard McDowell	350-3
	Desert Tortoise Council	380-10
	ORV Watch Kern County (TMA 4)	392-4, 392-7
	Transition Habitat Conservancy	398-2
	Carla Cicchi	405-2
	Neil Wierenga (Joshua Tree)	408-4, 408-5
	Mary Dellavalle	409-3
Comment 4.4-4: General opposition to designation of routes as motorized/open based on 43 CFR 8342.1 (d)		
	Summary of Comments: These comments oppose increasing the mileage of off-road vehicle (ORV) routes based on the minimization criteria in 43 CFR 8342.1 (d). These comments generally cite the presence of routes in or near officially designated Wilderness Areas or Wilderness Study Areas. Most of these comments do not provide specific locations where routes should be closed, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: These are general comments that express a preference for route closure in order to protect designated Wilderness Areas or Wilderness Study Areas. Impacts to these areas were considered in the designation of all routes, using the process described in Appendix D.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.	
	Index to Comments	
	Laurie Kaye and Curt Fisher	39-6

	Comment letter #65 is a form letter received from approximately 2,416 commenters	65-6
	Morongo Basin Conservation Association	156-6
	California Native Plant Society	179-15
	Paul Pearson	204-2
	Margaret Adam	221-5
	Mary Dellavalle	409-4

Comment 4.4-5: General opposition to designation of routes as motorized/open in desert washes, dry lakes, sand dune areas, and/or riparian areas

Summary of Comments:
The comments generally request that routes in desert washes, dry lake, and sand dune areas be designated as closed. The comments do not provide specific locations or rationale, nor do they identify specific text in the Draft SEIS that is deficient.

Response to Comments:
These are general comments that express a preference for route closure in order to protect resources associated with desert washes, dry lakes, and/or sand dune areas. Impacts to these areas were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate.
Based on the need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.

Index to Comments

Desert Tortoise Preserve Committee	117-12
Defenders of Wildlife and Sierra Club	176-49, 176-50, 176-51, 176-52
Julia Dole	212-17
Donald Teschner	214-17
The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-29
Mary Dellavalle	409-2

Comment 4.4-6: Request routes that are duplicative be designated as closed

Summary of Comments:
The commenters request that the WMRNP does not designate as motorized/open any vehicle routes that are duplicative. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:
These are general comments that state a preference for closure of routes based only on duplication. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Duplication, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. However, in cases where duplication had led to identifiable user conflicts or resource impacts, and where the duplicative routes could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by route duplication. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future. The BLM is removing duplicate routes from the route network as they are identified.

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Comment 4.4-7: Request routes that could lead to vehicle trespass be designated as closed		
	Summary of Comments: The commenters request that the WMRNP does not designate as motorized/open any vehicle routes that could lead to trespass into Wilderness Areas, onto mitigation lands, across private land, onto adjacent Federal land such as Department of Defense land or National Parks, or onto adjacent ACECs. The comments often state that designating routes adjacent to these areas gives the appearance of BLM making designations for routes that are outside of BLM jurisdiction (i.e., authorizing motorized use on the adjacent land). The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: These are general comments that state a preference for closure of routes based only on the potential for trespass on adjacent jurisdictions. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Potential for trespass, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. However, in cases where trespass had led to identifiable user conflicts or resource impacts, and where the routes could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by trespass. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future. In some cases, access needs dictated a need for routes that appear to provide a potential for trespass. Therefore, the appearance of the potential for trespass, on its own, cannot be used to close routes.	
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	Neil Wierenga (Joshua Tree)	408-2
Comment 4.4-8: Request that route designations be more closely aligned with on-the-ground data from field surveys		
	Summary of Comments: The commenters question whether routes identified in the inventories actually exist on the ground. Some of them request that the WMRNP not designate as motorized/open any vehicle routes that have not been surveyed in the field within the past 5 years. Other comments suggest that field survey data would provide valuable data on route usage, which would then improve the designation process. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: As discussed on Page 2-18, the GIS route inventory data was checked against field surveys in 2012. In addition, BLM has encouraged the public to provide route-specific comments on the current status and use of routes. More than 5,600 route specific comments were received in the public comment period. BLM individually reviewed these comments and made appropriate changes to route designations, subdesignations, etc. if needed. Additional changes to the route inventory and network will be made in the future as issues are identified by BLM staff, or are communicated to BLM by the public.	
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Comment 4.4-9: Request that all routes that have been created illegally should be designated as closed		
	Summary of Comments: The comments request that all routes that have been created illegally, as a result of route proliferation, should be designated as closed in the WMRNP.	

	Response to Comments: These are general comments that state a preference for closure of routes based only on the manner in which they were created. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. The manner of route creation, on its own, is not a criterion in 43 CFR 8342.1, and because there is no way to tell if a particular route was created illegally, this was not directly used as a criterion in the WMRNP analysis. In cases where a route may have been created illegally, it was still evaluated for access needs, user conflicts, and resource impacts, and where the routes could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by illegally-created routes. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future.	
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Comment 4.4-10: Request routes in areas that are proposed for protection in other BLM plans be designated as closed		

	Summary of Comments: The commenters request that the WMRNP not designate as motorized/open any vehicle routes that are in areas proposed for protection under other BLM plans, including in conservation areas (ACECs, CDNCLs, and LWCs), and either close them or designate them as hiking or equestrian trails. Some of the comments request a delay in both WMRNP and DRECP so that they can be coordinated. Other comments state that the resource layers on the DSEIS maps should be revised to incorporate the DRECP recommendations. Some of these comments provide specific locations, while others do not. The comments do not identify specific text in the DSEIS that is deficient.
	Response to Comments: Alternative 5 in the Draft SEIS was revised to incorporate decisions made in the DRECP. The public comment period for the WMRNP was re-opened in March 2018 in order to allow BLM to incorporate the final DRECP decisions into the evaluation of a revised WMRNP alternative (Alternative 5).
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Morongo Basin Conservation Association	156-7
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The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-79, 377-84, 377-85, 377-86, 377-87, 377-90
Center for Biological Diversity	379-16
Western Watersheds Project	411-6, 411-21, 411-22, 411-23, 411-24

Comment 4.4-11: Request that routes in wildlife mitigation lands be designated as closed	
	Summary of Comments: The commenters request that the WMRNP not designate as motorized/open any vehicle routes in or adjacent to lands designated as wildlife mitigation, land bank, or land trust, including lands established as mitigation for large-scale renewable energy projects, and lands managed for conservation by other agencies. Some of the comments request that mitigation lands be identified, and impacts to them specifically analyzed, in the DSEIS. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.

	Response to Comments: These are general comments that state a preference for closure of routes based only on their presence in or proximity to mitigation lands. There is no regulation or requirement for BLM to limit access in or near mitigation lands or preclude route designation within these areas. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Presence in or proximity to mitigation lands, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. However, in cases where routes within or adjacent to mitigation lands could be closed without unacceptable disruption to access needs, such as in the Desert Tortoise Research Natural Area, then these routes were closed. BLM has solicited input from the public and resource agencies regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by routes within or adjacent to mitigation lands. BLM has made changes in response to this input, and will continue to solicit input and make appropriate route designation changes in the future. In some cases, access needs dictated a need for routes that are located within or adjacent to mitigation lands. Therefore, the presence of a route within or adjacent to mitigation lands, on its own, cannot be used to close routes. BLM is not making any route designations on lands not under BLM management.	
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Comment 4.4-12: Request to remove monument areas from WMRNP		
	Summary of Comments: The comments request that the newly designated monuments not be included in the WMRNP, and instead be addressed by monument-specific management plans.	
	Response to Comments: The WMRNP will serve as the interim travel management plan for the national monuments until monument-specific management plans are completed.	
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	Comment letter #64 is a form letter received from approximately 3,520 commenters	64-4
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	Michael Degnan	402-2
	Conservation Lands Foundation	404-1, 404-2
	Carla Cicchi	405-6
	Western Watersheds Project	411-2, 411-20
Comment 4.4-13: Request to remove ACEC areas from WMRNP		
	Summary of Comments: The comments request that the WMRNP not be used to supplant route designation decisions made in ACEC-specific management plans.	
	Response to Comments: The ACEC-specific management plans were reviewed for any route specific designation decisions and any modifications proposed under the WMRNP were evaluated utilizing the relevance an importance criteria.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-7
Comment 4.4-14: Request to designate routes that are very short, or which have no name or number, or are not shown on maps, as closed		
	Summary of Comments: These comments generally request that very short routes be closed, because they do not meet basic characteristics that BLM has defined for WEMO, or because they are not named or numbered, or are not shown on maps. The comments state that these types of routes tend to occur in checker-boarded land, resulting in very short segments connecting on both ends to private land. The routes are often called "orphan routes". The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	

	Response to Comments: These are general comments that state a preference for closure of routes based only on their short length, or lack of an identifying route number. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Length or assignment of a route number, on its own, are not criteria in 43 CFR 8342.1 and therefore were not directly used as criteria in the WMRNP analysis. However, in cases where short routes had led to identifiable user conflicts or resource impacts, and where the short routes could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by short routes or routes with no previously designated route number or name. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future. In some cases, access needs dictated a need for routes that appear to be too short to support an access need. Therefore, the appearance of short routes on a map, on its own, cannot be used to close routes.

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Julia Dole	212-8
Donald Teschner	214-8
Laraine Turk	234-7

Comment 4.4-15: Request to reduce routes designated as motorized/open because agency is not properly managing the existing network

	Summary of Comments: These comments state that routes should be designated as closed because BLM is not properly managing or enforcing limitations on the existing network, does not have the budget to manage the current network or an expanded network, and/or is not actively rehabilitating closed routes, thus allowing them to be used and expanded. The comments request that routes be closed to ORVs unless posted open, in order to prevent illegal new routes. Some comments request that BLM maintain the current law enforcement compliance patrol and compliance monitoring indefinitely. One comment notes that BLM allows inaccurate trail maps published by unofficial OHV groups to be posted at kiosks, resulting in unauthorized uses. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:
Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. BLM considered areas of non-compliance and route proliferation when developing route designations under each alternative. In cases where non-compliance had led to identifiable user conflicts or resource impacts, and where routes in non-compliance areas could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including routes within non-compliance and route proliferation areas. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future. Please see the section on signing in the TMPs for additional information regarding the signing of routes within the planning area, and the section on law enforcement for information on funding related to enforcement.

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California Native Plant Society	179-18, 179-20
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Desert Tortoise Council	380-9
Transition Habitat Conservancy	398-1
Desert Tortoise Council	412-54, 412-58, 412-59

Comment 4.4-16: Request to reduce routes designated as motorized/open because of the economic impact

	Summary of Comments: These comments generally oppose OHV use resulting from route designation because it has a negative impact on property values, County tax receipts, tourism, costs for local law enforcement, and/or costs to local residents for road maintenance. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: The potential economic impacts associated with the WMRNP were analyzed in Chapters 3 and 4 of the Draft SEIS.	
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	Western San Bernardino County Landowner's Association	383-4, 383-5, 383-6, 383-8
	Kerncrest Audubon Society	400-4
Comment 4.4-17: Present other alternatives that reduce the number and mileage of proposed motorized routes		

	Summary of Comments: These comments generally request that BLM present or analyze additional alternatives that reduce the number and mileage of motorized/open routes, or that are designed for greater protection of specific resources. The comments commonly state that none of the four alternatives are acceptable. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: The Court's Remedy Order required that the agency consider at least one alternative that analyzes a less extensive route network (Summary Judgment, Page 4 of 17, Lines 3-4). Alternative 2 was developed specifically to meet this requirement.	
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	Center for Biological Diversity	379-6
	Desert Tortoise Council	380-148
	Desert Tortoise Council	412-13, 412-14, 412-16
Comment 4.4-18: General support for Alternative 2		
	Summary of Comments: These comments generally prefer selection of Alternative 2. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: Comments that offered general support for Alternative 2, generally did provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
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	Morongo Basin Conservation Association	156-28
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	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-2, 178-12
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	Susanne Madden	281-1
	Jon Povill	283-1
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	Desert Tortoise Council	380-201
	Western San Bernardino County Landowner's Association	383-2, 383-8, 383-10
	Ken Wilkerson (TMA 3)	387-1
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	Brenda Burnett, Kerncrest Audubon Society	400-2
	Diane Kuntz (TMA 3)	401-2
	Western Watersheds Project	411-14
Comment 4.4-19: General opposition to Alternative 4 as being too open		
	Summary of Comments: These comments generally oppose selection of Alternative 4, because it allows too many routes to remain motorized, and the commenter prefers a smaller motorized route network.	
	Response to Comments: Comments that offered general support for Alternative 4, generally did provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
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	Western San Bernardino County Landowner's Association	383-2, 383-3, 383-10
	Jane Mc Rae (TMA 3)	388-2
	Brad Dunning	390-2
Comment 4.4-20: Opposition to designation of motorcycle routes		
	Summary of Comments: These comments generally oppose any designation of motorcycle routes, because of their level of impacts, and because BLM does not have the capability to enforce limitations on these routes.	
	Response to Comments: Motorcycle routes were added based on public comments. These additions are consistent with CFR 8342.1 and incorporate appropriate enforcement and minimization measures are being implemented to address potential impacts. Specific issues brought forth by the public comment are addressed in the Travel Management Plans implementation strategies.	
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	Defenders of Wildlife and Sierra Club	176-9, 176-34, 176-35, 176-60, 176-93
	Comment letter #195 is a form letter received from 6 commenters	195-4
Comment 4.4-21: Opposition to designation of routes closed in Alternative 1 as motorized in Alternative 2		
	Summary of Comments: These comments oppose any designation of routes as motorized in Alternative 2 that were not designated as open in Alternative 1.	
	Response to Comments: Some routes that were closed in Alternative 1 were opened in Alternative 2 to provide efficient connectivity within the network, and to reduce resource conflicts.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-33, 176-36
Comment 4.4-22: Opposition to recreational shooting		
	Summary of Comments: These comments oppose recreational shooting in areas where nesting falcons can be disturbed.	
	Response to Comments: This comment was not addressed because it is outside of the scope WMRNP.	
	Index to Comments	
	Steve Shaw	220-1
Comment 4.4-23: Opposition to designating routes as motorized/open in grazing allotments		
	Summary of Comments: These comments oppose designating routes within grazing allotments as open to the public. They request that routes be designated as authorized only for the ranchers, or should be signed with a 15 MPH limit.	
	Response to Comments: Grazing allotments do not provide exclusive use, and the BLM has to provide for multiple uses; including public access. Designated routes within grazing allotments provide for efficient connectivity within the network, and reduces resource conflicts.	
	Index to Comments	
	Julie Mitchell	237-1

Subsection 4.5 Preference for Alternatives and Route Designations that Favor Route Closure or Limitation to Reduce User Conflicts, and to Enhance Non-Motorized and Non-Mechanized Recreation

Comment 4.5-1: Request to designate routes based on full-range of recreational uses	
Summary of Comments: These comments generally request that BLM consider the full range of recreational uses, not just trail riding or OHV use, in making route designations. These are general comments that express a preference for designating for a specific recreational use, in order to enhance access and recreation opportunities and avoid conflicts between motorized use and other recreational activities. Specific recreation uses cited include hiking, biking, rockhounding, horse riding, and camping. Some of the comments object to the focus of the DSEIS on motorized recreation by non-street-legal vehicles, instead of non-motorized and non-mechanized recreation.	
Response to Comments: The comments in favor of designating routes based on all of their potential recreation uses are noted. Access and recreation opportunities were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the need to provide access or a certain recreation use have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to designate all routes that would enhance specific access or recreation activities.	
Index to Comments	
Capital Trail Vehicle Association	54-1, 54-12, 54-17
Pam Nelson	62-1, 62-6
Comment letter #65 is a form letter received from approximately 1,203 commenters	65-4
Morongo Basin Conservation Association	156-9
California Department of Parks and Recreation	161-3, 161-4, 161-5
Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-2
Over the Hill Track Club	182-1, 182-1
Peggy Lee Kennedy	186-1
Comment letter #196 is a form letter received from 5 commenters	196-1
Comment letter #197 is a form letter received from approximately 28 commenters	197-1
Carol Wiley	228-2, 228-4
Charles Bennett DeLancey	235-2
The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-37, 377-38, 377-39, 377-121

Subsection 4.6 Preference for Alternatives and Route Designations that Favor Route Closure or Limitation to Reduce Impacts to Residents

Comment 4.6-1: General opposition to designation of routes as motorized/open based on 43 CFR 8342.1 (c)

	Summary of Comments: These comments oppose designating routes as motorized for OHV usage based on the minimization criteria in 43 CFR 8342.1 (c). These comments generally cite one or more impacts covered under 43 CFR 8342.1 (c), including conflicts with the County OHV Ordinance, conflicts between off-road vehicle use and other recreation uses, compatibility of off-road vehicle use with existing conditions in populated areas, taking into account noise, safety, fire, and other factors. These comments do not provide specific locations where routes should be closed, nor do they identify specific text in the DSEIS that is deficient.
	Response to Comments: These are general comments that express a preference for route closure based on conflicts with other route uses and recreation uses, and compatibility of OHV use with existing conditions in populated areas. These issues were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the impact of a route to a specific resource have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to close all routes that are co-located with potentially affected resources.
	Index to Comments

Comment letter #3 is a form letter received from approximately 29 commenters	3-2, 3-6, 3-7
Jim and Anita Dobbs	21-1
Tom Sweetland	25-1
Stephanie J. Weigel	35-1, 35-2, 35-8, 35-9
Laurie Kaye and Curt Fisher	39-5
Cat Celebrezze	41-1
Ginger & Dean Cowan	47-1
Daniel G Burnett	63-1
Comment letter #111 is a form letter received from approximately 14 commenters	111-6
Sean Blau	114-3, 114-6, 114-9
Linda Doyle	118-3, 118-6, 118-7, 118-9
Robert Kaplan	119-4, 119-7, 119-8, 119-9
Jacob Forman	125-3, 125-6, 125-7
Matt Adrian and Kimberly Bagwill	145-2
Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-3
Morongo Basin Conservation Association	156-1, 156-8
Michael Cohen and Nancy Barton	160-2, 160-6, 160-7
Adrian Field, Blanca Martinez, Paul Pearson, Olive Toscani	166-2, 166-7, 166-8
Paul and Wendy Hadley	167-2, 167-3, 167-4, 167-5
Defenders of Wildlife and Sierra Club	176-26, 176-34

	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-2, 178-6, 178-7
	Peggy Lee Kennedy	186-3, 186-7, 186-8
	William Blau	189-3, 189-5, 189-9
	Stephanie Weigel	210-4
	Paul Hadley and Wendy Hadley	215-4
	Margaret Adam	221-1, 221-2, 221-3, 221-7
	Laraine Turk	234-4, 234-5, 234-6
	Jean Doyle	292-1
	Esther Shaw	334-1
	Karen Tracy	343-1
	Richard McDowell	350-1
	Richard McDowell	351-1, 351-3, 351-7, 351-8
	B. Beck Hampton	364-2, 364-3
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-112
	Western San Bernardino County Landowner's Association	383-2, 383-6, 383-7, 383-10
	Mary Lindsley	381-1
	ORV Watch Kern County (TMA 4)	392-3, 392-5, 392-8, 392-9, 392-12
	Neil Wierenga (Joshua Tree)	408-3
	Mary Dellavalle	409-5
Comment 4.6-2: Request routes that intersect or coincide with private property, County Service Area roads, or roads and highways used by licensed vehicles be designated as closed, or otherwise limited		
	Summary of Comments: These comments generally request that BLM close, or limit to street-legal only, routes that intersect or coincide with private property, County Service Area roads, roads maintained and funded by residents, or roads and highways used by licensed vehicles. The rationale provided in the comments is to reduce trespass, erosion, and proliferation of routes, and to avoid conflicts with residents and accidents with vehicles. Some of the comments state that, if this project is designating motorized vehicle use on County roads, then CEQA review is required. Some of the comments request that the DSEIS cite County ordinances related to OHV use of county roads and on private property of others. Some comments point out that OHV use of County roads is prohibited, so designating a route for OHV use requires implementation of a staging area, otherwise OHV users will illegally use the County road to access the OHV route. Many of the comments specifically request that routes in residential areas be designated as open to "street-legal" vehicles only.	

	Response to Comments: BLM has worked with San Bernardino County and made necessary adjustment to designations related to County Service Area roads. In addition, BLM has worked with the counties within the planning area, and considered all public comments, in determining where street-legal sub-designations are appropriate to address user conflicts and impacts to residents. BLM does not make route designations on County roads, and CEQA analysis is not applicable to a Federal action entirely on Federal land.	
	Index to Comments	
	Comment letter #3 is a form letter received from approximately 29 commenters	3-1, 3-3, 3-9
	Stephanie J. Weigel	35-3, 35-3, 35-11
	Laurie Kaye and Curt Fisher	39-2, 39-8
	Ginger & Dean Cowan	47-1
	Comment letter #111 is a form letter received from approximately 14 commenters	111-3, 111-4
	Sarah Kennington and Steve Bardwell	113-7, 113-8
	Sean Blau	114-2, 114-5, 114-11
	Jacob Forman	125-1, 125-3, 125-9
	ORV Watch Kern County	132-1
	Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-4
	Morongo Basin Conservation Association	156-1, 156-4, 156-5, 156-8
	Michael Cohen and Nancy Barton	160-1, 160-3, 160-9
	Adrian Field, Blanca Martinez, Paul Pearson, Olive Toscani	166-1, 166-4, 166-13
	Paul and Wendy Hadley	167-1
	Defenders of Wildlife and Sierra Club	176-1
	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-1, 178-3, 178-12, 178-9
	Peggy Lee Kennedy	186-72, 186-4, 186-10
	William Blau	189-2, 189-5, 189-11
	Paul Pearson	204-3
	Margaret Adam	211-10
	Julia Dole	212-14, 212-15
	Donald Teschner	214-14, 214-15
	Margaret Adam	221-7, 221-8
	Laraine Turk	234-5, 234-6
	Richard McDowell	351-2, 351-4, 351-10
	Blake Baxter (TMA 3)	368-1
	Center for Biological Diversity	379-34, 379-37
	Western San Bernardino County Landowner's Association	383-1, 383-9
	Jane Mc Rae (TMA 3)	388-1

	RL Pessa	389-2
	Brad Dunning (TMA 3)	390-1
	Diane Kuntz (TMA 3)	401-3
	San Bernardino County	407-2

Comment 4.6-3: Request routes that are in rural communities be designated as closed or as street legal-only

Summary of Comments:

The comments generally request that BLM present alternatives or designate routes to avoid rural communities, or to designate routes within rural communities as street legal-only. They also request that the DSEIS analyze the impact of the transportation network on modifying the character of rural communities. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:

These are general comments that state a preference for closure of routes based only on their presence in rural areas. The DSEIS addresses impacts on rural communities in its sections on air quality (3.2), socioeconomics (3.5 and 4.5), and noise (3.12 and 4.12).

Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1.

Presence in rural areas, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. However, in cases where routes present in rural areas had led to identifiable user conflicts or resource impacts, and where the routes could be closed without unacceptable disruption to access needs, then these routes were closed. BLM has solicited input from the public regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by routes in rural areas. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future.

In some cases, access needs dictated a need for routes that are located in rural areas. Therefore, the presence of a route in rural areas, on its own, cannot be used to close routes.

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Comment letter #3 is a form letter received from approximately 29 commenters	3-3
Stephanie J. Weigel	35-5
Comment letter #111 is a form letter received from approximately 14 commenters	111-3
Sean Blau	114-5
Jacob Forman	125-3
Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-7
Michael Cohen and Nancy Barton	160-3
Adrian Field, Blanca Martinez, Paul Pearson, Olive Toscani	166-4, 166-10
Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-3, 178-9
Peggy Lee Kennedy	186-4
William Blau	189-5
Gordon Zittel	199-5
Teresa Sitz	203-10
Stephanie Weigel	210-4
Julia Dole	212-17
Donald Teschner	214-17
Margaret Adam	221-77, 221-8
Laraine Turk	234-5

	Sean Davison	344-1
	Richard McDowell	351-4
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-40, 377-41, 377-106, 377-108

Subsection 4.7 Preference for Alternatives and Route Designations that Enhance Access and Motorized Recreation

Comment 4.7-1: Support for Alternative 3 – Enhanced Access Alternative

Summary of Comments:

These comments generally support selection of Alternative 3, or some form of an Enhanced or Pro-Recreation Alternative, based on the high demand and need for motorized access and recreation opportunities. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.

Response to Comments:

The comments in favor of selection of Alternative 3 are noted. These are general comments that express a preference for designating routes as motorized/open in order to enhance access and recreation opportunities. Access and recreation opportunities were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the need to provide access or recreation opportunities have been made, the agency has reviewed the route designation and made revisions where appropriate.

Based on the need to balance access and resource protection, it is not possible or appropriate to designate as motorized/open all routes that enhance access or recreation.

Index to Comments

Comment letter #2 is a form letter received from approximately 120 commenters	2-2
Ian Hall	15-1
Sean P Rafferty	20-1
Ken Raleigh	27-1
Capital Trail Vehicle Association	54-2
Jim Wharff	128-1
Inyo County Board of Supervisors	130-1
Jim Thompson	134-1
Randy Banis	138-56
John Morley	141-1
David Aubuchon	144-1
Mark Tillman	146-1
John Krstenansky	149-1
Alan Chenworth	187-1
Alan Chenworth	225-1
Mathew Ryker	261-1
Michael Catone	272-1
Bruce and Gale Chitiea	287-1
Richard Mueller	331-1
Eric Lindauer	340-1
Kyle Lanham	352-1
Mark Lanham	354-1
Stefanie Catone	355-1
Lisa Lanham	356-1

	Paul Hubbard	366-1
	Michael Hawkins	367-1
	David Buehn	373-1
	Stephen Oakes	386-1
	RL Pessa	389-1, 389-3
Comment 4.7-2: General opposition to designating routes as closed		
	Summary of Comments: These comments generally request that BLM not close routes. These comments state that motorized vehicle use of routes does not impact resources, and that the availability of motorized/open routes has been declining, reducing opportunities for motorized recreation. Some comments point out that closure of areas and routes results in concentrating use in other areas, resulting in increased impacts to resources.	
	Response to Comments: The comments in favor of designating routes as motorized/open are noted. These are general comments that express a preference for designating routes as motorized/open in order to enhance access and recreation opportunities. Access and recreation opportunities were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the need to provide access or recreation opportunities have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to designate as motorized/open all routes that enhance access or recreation.	
	Index to Comments	
	Comment letter #1 is a form letter received from approximately 94 commenters	1-1
	Comment letter #2 is a form letter received from approximately 120 commenters	2-1
	Mike and Marilyn Nitz	9-1
	Kevin Ward	10-1
	Joe Bowlin	12-1
	Brian Mussetter	16-1
	Jim Ober	17-1
	David M Jensen	23-1
	Jaudon Allen	26-1
	John Hunter	28-1
	David Carrera	31-3
	James E. Johnson	34-1
	Unsigned	38-1
	Tim Huckabay	45-1
	Gatzke Dillon and Ballance, LLP	115-3
	Alan Chenworth	225-1
	Robert Carey	353-1
	Jim Ober	358-1
	Mark Bullock	359-1
	Richard Combs	362-1
	Jim Beauchamp	365-1
	Mark W Miller	370-1
	California 4 Wheel Drive Association	406-3, 406-11
Comment 4.7-3: General opposition to Alternative 4 as being too restrictive		

	Summary of Comments: These comments generally oppose selection of Alternative 4 because it closes too many routes, and the commenter prefers a larger motorized route network.	
	Response to Comments:	
	Index to Comments	
	Kevin Ward	10-2
	Christopher Ford	18-1
	Ross Termin	19-1
	Darren Bart	36-1, 36-2
	Ken Raleigh	37-1
	Comment letter #110 is a form letter received from approximately 48 commenters	110-1, 110-2, 110-3
	Lorraine Raleigh	190-1
	Christopher Ford	357-1
	Darren Bart	361-1
	Town of Apple Valley	382-1, 382-7
Comment 4.7-4: Closure of routes does not conform to regulations and court rulings		
	Summary of Comments: These comments generally oppose closure of routes by stating that closures violate access to authorized uses of public land, which is guaranteed under a variety of laws, regulations, and Court rulings. The comments cite the 1872 Mining Law, Multiple Surface Use Act, National Minerals and Mining Policy, FLPMA, United States vs New Mexico 1978, and Shoemaker vs United States Department of the Interior.	
	Response to Comments: Public access to Federal lands is subject to FLPMA and 43 CFR 8342.1 regulations. If access to a mining claim or mining operation is needed (or for any authorized use), such access can be requested; the BLM would evaluate the request and allow access if appropriate.	
	Index to Comments	
	Gary Goodson	49-1, 49-2, 49-3, 49-4, 49-6, 49-7, 49-8, 49-9, 49-10, 49-11, 49-14
	Capital Trail Vehicle Association	54-8, 54-12, 54-15
Comment 4.7-5: Support for emphasizing mitigation measures, as opposed to route closures and limitations, to reduce user conflicts and resource impacts		
	Summary of Comments: These comments generally request that BLM emphasize mitigation measures, as opposed to route closures and limitations, to reduce user conflicts and resource impacts. These are general comments that express a preference for limiting use of routes, enforcing existing limitations, use fees, and education, instead of closing routes in order to achieve resource protection. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	

	Response to Comments: The comments in favor of emphasizing mitigation measures, as opposed to route closure, are noted. Both route closure and minimization, including limitation on motorized uses, were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the potential for minimization, as opposed to closure, have been made, the agency has reviewed the route designation and made revisions where appropriate. Based on the need to balance access and resource protection, it is not possible or appropriate to achieve all resource protection objectives simply through mitigation, and some level of closure is appropriate.	
	Index to Comments	
	California 4 Wheel Drive Association	406-12
Comment 4.7-6: Support for use of maps, signs, and published information to communicate access information		
	Summary of Comments: These comments generally support BLM's use of maps, signs, and published information to communicate access and resource protection information to the public, as opposed to route closure, in order to protect resources. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: The comments supporting the use of maps, signs, kiosks, and published information to communicate route information to users are noted. These are general comments that do not provide route-specific information. Where specific comments regarding maps, signs, and additional published information have been provided, the agency considered this information in the development and implementation of the TMPs.	
	Index to Comments	
	ORV Watch Kern County	132-6
Comment 4.7-7: Maintain administrative access for research		
	Summary of Comments: These comments request that specific routes, or routes in specific areas, be made accessible for specific research activities.	
	Response to Comments: For each of the individual routes or areas cited in the route-specific comments, BLM reviewed and reconsidered the proposed designation. This included consideration of the use of the route to with respect to the specific comment, as well as other use and resource protection factors cited in 43 CFR 8342.1.	
	Index to Comments	
	Katharine Loughney	170-1
	Tara Smiley	171-1
	Catherine Badgley	172-1
	Society of Vertebrate Paleontology	395-1
Comment 4.7-8: Request to designate routes as motorized/open based on need to access authorized land uses		
	Summary of Comments: These comments request that specific routes, or routes in specific areas, are left accessible for authorized land uses.	

	Response to Comments: Where individual routes or areas are cited in the route-specific comments, BLM reviewed and reconsidered the proposed designation. This included consideration of the use of the route to with respect to the specific comment, as well as other use and resource protection factors cited in 43 CFR 8342.1.	
	Index to Comments	
	Gary Goodson	49-14
	Katharine Loughney	170-1
	Tara Smiley	171-1
	Catherine Badgley	172-1
	Irene Fisher	206-4, 206-8
	Alan Chenworth	225-1
	Brad Covert	374-1
Comment 4.7-9: Maintain access for rock and gem collecting		
	Summary of Comments: These comments request that routes be opened to maintain access for rock and gem collecting.	
	Response to Comments: Where individual routes or areas are cited in the route-specific comments, BLM reviewed and reconsidered the proposed designation. This included consideration of the use of the route to with respect to the specific comment, as well as other use and resource protection factors cited in 43 CFR 8342.1.	
	Index to Comments	
	Ruth Hidalgo	140-2
	Lisbet Thoresen, Kim Erb, Jim Parrish, and Andrew Hoekstra	165-2, 165-3
	Kenneth Powers	224-1
	Karl Zeller	226-1
	Kerry Kozelka	231-1
	Fred Ott	232-1
Comment 4.7-10: Request that dead-end trails be connected by designating the intervening segments as motorized/open		
	Summary of Comments: These comments generally request that BLM avoid dead-end routes by designating as motorized/open the intervening segments. Some comments request that these be designated to improve connectivity of the network. Others cite resource impacts that can occur by motorized vehicles getting trapped in dead-end areas. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: The comments in favor of designating routes as motorized/open in order to connect areas or routes are noted. These are general comments that express a preference for designating routes as motorized/open in order to increase the connectivity of the network. Connectivity of the network was considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. However, these comments do not provide route-specific information. Where specific comments regarding the need to increase connectivity have been made, the agency has reviewed the route designation and made revisions where appropriate.	
	Index to Comments	
	California Department of Parks and Recreation	161-2
Comment 4.7-11: Request that BLM continue to provide access to paleontology sites		

	Summary of Comments: These comments generally request that BLM designate routes that provide access to paleontology sites as motorized/open, or that the DSEIS specifically discuss how the effect on fossil inventory and management.	
	Response to Comments: Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Access to paleontology sites, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. BLM has solicited input from the public regarding access needs, including access to paleontology sites. BLM has made changes in response to this public input, and will continue to solicit public input and make appropriate route designation changes in the future.	
	Index to Comments	
	Katharine Loughney	170-1
	Tara Smiley	171-1
	Catherine Badgley	172-1
Comment 4.7-12: Request that routes once authorized remain designated as motorized		
	Summary of Comments: These comments request that routes, such as the Barstow to Vegas Course, that were once authorized not be changed to transportation linear disturbances.	
	Response to Comments: The availability of the Barstow-to-Vegas race course for competitive events would be reconsidered and modified in light of the current on-the-ground situation and the loss of acreage from the Johnson Valley OHV Open Area, and in reconsideration of all 43 CFR 8342.1 minimization criteria.	
	Index to Comments	
	Randy Banis	138-3
Comment 4.7-13: Opposed to restrictions on dispersed camping		
	Summary of Comments: These comments generally oppose restrictions on camping. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: The WMRNP does not place any restrictions on dispersed camping. The analysis does consider restrictions on motorized vehicle access, based on access needs, user conflicts and resource impacts, as specified in 43 CFR 8342.1, and those restrictions may limit the use of vehicles to access desired camping sites. The WMRNP does designate camping areas, and BLM has solicited and incorporated input from the public regarding access to specific sites for camping. Vehicle-based camping along routes is considered for further restriction to reduce impacts to resources in accordance with 43 CFR 8342.1.	
	Index to Comments	
	Gatzke Dillon and Ballance, LLP	115-4
	Ruth Hidalgo	140-1
	California 4 Wheel Drive Association	406-9
Comment 4.7-14: Opposed to designation of transportation linear disturbances in OHV Open Areas		
	Summary of Comments: These comments note that OHV Open Areas do not restrict OHVs to routes, and therefore there should be no routes designated as transportation linear disturbances within these areas.	
	Response to Comments: OHV Areas are excluded from route designation.	
	Index to Comments	

	Randy Banis	138-3
Comment 4.7-15: Support for Alternative 4		
	Summary of Comments: These comments generally support selection of Alternative 4. The comments do not provide specific locations, nor do they identify specific text in the DSEIS that is deficient.	
	Response to Comments: Comments that offered general support for Alternative 4, generally did provide additional information regarding the analysis; therefore, no changes were made to the Draft SEIS.	
	Index to Comments	
	Sarah Kennington and Steve Bardwell (co-signed by 32 Morongo Basin residents)	151-12
	Lorraine Raleigh	190-1
	Bruce Whitcher, California Off-Road Vehicle Association	399-3
	Irene Fisher	206-2
	Brent Banta	273-1
	Paul Clifford	337-1
	Ron Banuk	363-1
	Bruce Bodenhofer	375-1
	Donald Ison	376-1
	Town of Apple Valley	382-7
	California Off-Road Vehicle Association	399-3
	US EPA, Region IX	403-1
	California 4 Wheel Drive Association	406-4, 406-13
	Blue Ribbon Coalition	410-1, 410-2
Comment 4.7-16: Support for Alternative 4 in Middle Knob		
	Summary of Comments: These comments provide general support for Alternative 4 in the Middle Knob area.	
	Response to Comments: The route designation in Alternative 5 within the Middle Knob area incorporates, where appropriate, the coordination with interested parties and stakeholders.	
	Index to Comments	
	Marc Eldridge	122-2
	Defenders of Wildlife and Sierra Club	176-94
	Christopher Ford	357-1
Comment 4.7-17: Request to address conflicts on Pacific Crest Trail		
	Summary of Comments: These comments request that conflicts between hikers and motorized vehicles on the Pacific Crest Trail be addressed.	
	Response to Comments: Where BLM has identified conflicts on the Pacific Crest Trail between hikers and vehicles, BLM has made adjustments to route designations to reduce or avoid such conflicts.	
	Index to Comments	
	Pacific Crest Trail Association	135-5
Comment 4.7-18: Request designation of land sailing areas		
	Summary of Comments: These comments request that areas be designated specifically for land sailing.	

	Response to Comments: Under Alternative 5, Koehn Lakebed would remain "Closed to motor vehicle access, except for approved routes of travel or as authorized by Land Use Permit or Special Recreation Permit", and Cuddeback and Coyote lakebeds would be designated as "open" to motorized and other recreational use consistent with the LUPA, and subject to specific minimization measures. Chisholm Trail lakebed (south of Calico Ghost Town) would be closed to all types of use.	
	Index to Comments	
	Carl Masse	338-1
	C Shields	348-1
	Lester Robertson	349-1
	Nord Embroden	394-1, 394-5
	Carl Eberly	397-1, 397-2, 397-3
Comment 4.7-19: Opposition to closure of Small Tracts Act routes		
	Summary of Comments: These comments oppose closure of routes, or designation of street legal-only, on Small Tract Act routes.	
	Response to Comments: Small Tract Act parcels were reviewed and routes were designated as motorized and/or street legal only that are adjacent to these parcels, depending on resource conflicts, public comments and subject to specific minimization criteria.	
	Index to Comments	
	Michael Hawkins	223-1
	Michael Hawkins	367-2

Subsection 4.8 Recommendations for Implementation and Mitigation

Comment 4.8-1: Specific recommendations for signing		
	Summary of Comments: These comments make specific recommendations regarding the manner in which trails and routes should be signed.	
	Response to Comments: Where specific comments regarding signing methods have been provided, the agency considered this information in the development and implementation of the TMPs.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-22, 176-23, 176-27, 176-47
	B. Beck Hampton	364-1, 364-4
	U.S. Marine Corps Installations West	183-8
	Desert Tortoise Council	380-201
	Desert Tortoise Council	412-60, 412-62
Comment 4.8-2: Recommendations for specific mitigation measures to be implemented to address resource impacts		
	Summary of Comments: These comments provide specific recommendations for mitigation measures to be implemented to reduce resource impacts. Proposed mitigation measures include limiting access in desert tortoise conservation areas to street-legal vehicles, implementing speed limits, implementing systematic monitoring to address unanticipated impacts, maintain berms to avoid impacts to tortoise, fencing of areas to protect wildlife, and grazing buffers near water resources.	

	Response to Comments: BLM uses a variety of mitigation measures to protect resources. Other mitigation measures mentioned in the comments are used where appropriate. Livestock grazing is an authorized use under the CDCA Plan as amended by the 2006 West Mojave Plan and the 2016 DRECP. All of the current grazing leases include the grazing strategies contained in the 2006 WEMO as terms and conditions (mitigation measures) to those grazing leases which have FWS concurrence.	
	Index to Comments	
	Comment letter #6 is a form letter received from approximately 361 commenters	66-2
	Defenders of Wildlife and Sierra Club	176-25, 176-44, 176-48
	Alan Solomon	248-2, 248-3
	Ginabella Mallari	252-1
	Gary Bailey	268-2
	Jackie Pomies	274-2
	Jessica Carr	278-2, 278-3
	Helen Wagenvoord	284-2, 284-3
	Richard Blain	288-2
	John Nichols	290-2, 290-3
	Kent Karlsson	303-1, 303-2, 303-3
	Todd W. Barnes	309-1
	Shelley Burkhart	310-1, 310-2, 310-3
	Dita Skalic	313-2, 313-3
	Kevin Frost	319-1
	MaryAnn Frost	321-1
	Roger Hollander	329-2, 329-3
	W. Peter Vanderlaag	330-3
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-93, 377-118
	Desert Tortoise Council	380-65, 380-67, 380-179
	Nord Embroden	394-2, 394-3, 394-4, 394-5
	California Off-Road Vehicle Association	399-1, 399-4
	Desert Tortoise Council	412-14, 412-82, 412-133, 412-134, 412-152, 412-158
Comment 4.8-3: Request that BLM expedite permitting procedures		
	Summary of Comments: These comments request that BLM include language regarding implementation that expedites permitting procedures for land use activities on public land.	
	Response to Comments: This is outside of the scope of the WMRNP.	
	Index to Comments	
	Inyo County Board of Supervisors	130-1

Subsection 4.9 Comments on the Sufficiency of Analysis of the Route Network Alternatives

Comment 4.9-1: Specific comments regarding Sub-region and TMA boundaries

Summary of Comments:
These comments state disagreement with how specific sub-region and TMA boundaries were drawn. The specific area of interest is Homestead Valley, which was split into three different TMAs.

Response to Comments:
The major transportation arteries and proximity to Johnson Valley OHV area were considered in determining the boundaries of the TMAs around Homestead Valley. BLM will not be adjusting the boundaries of the TMAs, but will work with the Homestead Valley Community Council to address any issues.

Index to Comments

Desert Tortoise Council	412-40

Comment 4.9-2: The discussions of OHV use, trends, and impacts in the DSEIS are biased in favor of pro-OHV groups.

Summary of Comments:
These comments state that the discussions of OHV use, trends, and impacts in the DSEIS are biased in favor of a pro-OHV Plan. Some of the comments request that source information for statements about the long-term reduction in OHV access be provided.

Response to Comments:
The DSEIS discusses recreation as one of the many multiple uses allowed on BLM lands. The purpose of this section is to provide the existing conditions regarding recreation, including information regarding past and expected future trends in those conditions, to evaluate the impact of the route network alternatives on those conditions. It is not the purpose of this section to evaluate the impact of OHV recreation on all other resources and land uses within the planning area. Those evaluations are provided throughout the rest of the DSEIS.

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The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-2
Desert Tortoise Council	380-110

Comment 4.9-3: DSEIS does not provide a detailed description of how the routes were analyzed, and document how each route was individually evaluated against the minimization criteria in 43 CFR 8342.1

Summary of Comments:
These comments state that the DSEIS does not sufficiently describe how the GIS analysis was done, or demonstrate how each route was individually evaluated against each of the criteria in 43 CFR 8342.1.

Response to Comments:
Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. The process used to designate routes is described in Section 2.1.4 of the DSEIS. Please see the text starting on page 2-18 of the Final Supplemental EIS for how the GIS analysis was conducted and how route designation alternatives were developed.

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Comment letter #4 is a form letter received from approximately 3,520 commenters	64-3
Defenders of Wildlife and Sierra Club	176-8, 176-11, 176-12, 176-24, 176-25, 176-50

	Comment letter #195 is a form letter received from 6 commenters	195-1
	Julia Dole	212-18
	Donald Teschner	214-18
	Karl Zeller	226-3
	Chris Lish	333-3
	F Hammer	335-3
	Roman LoBianco	336-3
	Kathleen McConn	339-3
	Katie Fagan	341-3
	Stewart Wilber	342-3
	Mlou Christ	345-2
	Janet Fiore	346-2
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-10, 377-21, 377-22, 377-26, 377-68, 377-372, 377-373
	Center for Biological Diversity	379-12, 379-90
	Desert Tortoise Council	380-60
	California 4 Wheel Drive Association	406-18
	Western Watersheds Project	411-9, 411-10
Comment 4.9-4: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to the minimization criteria in 43 CFR 8342.1		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1, or to the term "unnecessary and undue degradation" is inadequate, or is not provided at all, in the DSEIS. These comments typically do not provide a list of specific resources that are impacted, or do not cite a specific subsection of 43 CFR 8342.1.	
	Response to Comments: These are general comments that state that the analysis is inadequate, but do not provide route or resource-specific information. Where specific comments regarding the analysis of a resource has been made, the agency has reviewed the analysis and made revisions where appropriate.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-5
	Comment letter #195 is a form letter received from 6 commenters	195-1, 195-2
	Comment letter #196 is a form letter received from 5 commenters	196-4
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-56, 377-57, 377-38
	Center for Biological Diversity	379-10, 379-11, 379-39, 379-41, 379-86, 379-93
	Desert Tortoise Council	412-51, 412-83
Comment 4.9-5: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to all required Executive Orders		
	Summary of Comments: These comments request that the SEIS specifically list and address compliance with a list of Executive Orders.	
	Response to Comments: Executive Orders No. 11644, 11989, and 13195 were employed throughout the planning process.	
	Index to Comments	

	Defenders of Wildlife and Sierra Club	176-15, 176-16
	Desert Tortoise Council	380-44
Comment 4.9-6: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Air Quality		
	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of air quality. The comments address the impacts of dust emissions on residents, and on wildlife and vegetation, BLM's monitoring or air quality, and plans to protect air quality.	
	Response to Comments: Tables 2.3-4 and 2.3-7, and Section 4.2.1.1 of the DSEIS, describe how proximity to sensitive receptors who could be affected by fugitive dust emissions was included in the evaluation of the route network alternatives. Section 4.4.1.2 acknowledges that fugitive dust deposition can adversely impact vegetation, and Section 4.4.2.2 acknowledges that fugitive dust can adversely impact wildlife. Alternative 5 incorporates additional avoidance and minimization measures, such as designating some routes as street-legal only.	
	Index to Comments	
	Morongo Basin Conservation Association	156-3
	Paul Pearson	204-2
	Paul Hadley and Wendy Hadley	215-2
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-6, 377-97, 377-98, 377-375377-376, 377-377, 377-378, 377-379, 377-380, 377-381, 377-382, 377-383
	Center for Biological Diversity	379-46, 379-48, 379-49, 379-50, 379-51, 379-52, 379-53, 379-54, 379-55
	Desert Tortoise Council	380-5, 380-120, 380-121, 380-122, 380-123, 380-172, 380-174, 380-175, 380-176
Comment 4.9-7: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Climate Change		
	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of climate change.	

	Response to Comments: A 35 page air quality analysis that examines the current state of air quality in the West Mojave Planning Area was added to the appendix The technical report discusses and analyzes air quality conformance for each of the alternatives contained in the Final SEIS. An analysis of impacts to GHGs and Carbon Sequestration from the WMRNP, by alternative is contained in Chapter 4 under Section 4.2.2.2 and in Table 4.2-5.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-52, 176-53
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-61, 377-62, 377-63
	Center for Biological Diversity	379-56, 379-57, 379-58
	Desert Tortoise Council	412-28, 412-29, 412-98, 412-99
Comment 4.9-8: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Cultural Resources and Tribal Issues		
	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of cultural resources and tribal issues. The comments address the amount of cultural resources data available, disagree that compliance with 43 CFR 8342.1 can be accomplished by consultation through SHPO and SCHP, and request that the DSEIS provide an analysis of environmental justice impacts based on a breakdown of ethnographic origin.	
	Response to Comments: BLM acquired and evaluated additional GIS layers related to potential affected cultural resources, and incorporated that additional information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for cultural resources. Surgical designation changes were considered with regards to cultural resources to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Paul Hadley and Wendy Hadley	215-2
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-6, 377-99, 377-100, 377-101, 377-102, 377-103, 377-104
	Colorado River Indian Tribes	384-1, 384-3, 384-4, 384-6, 384-7, 384-8, 384-9, 384-10, 384-11, 384-12
Comment 4.9-9: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Soils		

	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of soil resources. The comments contend that the DSEIS does not provide an inventory of erodible soils, the use of slope to evaluate the potential for soil erosion has no basis, and that the DSEIS focuses only on erosion instead of compaction and loss of soil function.	
	Response to Comments: BLM acquired and evaluated additional GIS layers related to potential soil erosion, and incorporated that additional information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for soils. Surgical designation changes were considered with regards to soils to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Sarah Kennington and Steve Bardwell	113-6
	Comment letter #195 is a form letter received from 6 commenters	195-3
	Paul Hadley and Wendy Hadley	215-2
	Center for Biological Diversity	379-45
	Desert Tortoise Council	380-177, 380-180, 380-182
	Desert Tortoise Council	412-30
Comment 4.9-10: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Lands With Wilderness Characteristics		
	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to lands with wilderness characteristics.	
	Response to Comments: Route designations take into consideration the designation criteria for lands managed for wilderness characteristics. Surgical designation changes were considered with regards to lands managed for wilderness characteristics to incorporate route specific public comments where appropriate.	
	Index to Comments	
	California Native Plant Society	179-8
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-95, 377-96, 377-374
	Center for Biological Diversity	379-16
	Desert Tortoise Council	412-28
Comment 4.9-11: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Water, Seeps, and Springs		

	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of surface water, seeps, springs, and riparian areas. The comments contend that the DSEIS does not analyze impacts to springs and seeps, that it does not evaluate compliance of the WMRNP with state water regulations, and that it does not evaluate hydrologic changes that could lead to flooding.	
	Response to Comments: Surface water impacts are discussed throughout Section 4.3.2 Water Resources. Impacts to springs are discussed in Sections 4.3.2 Water Resources and 4.3.3 Riparian Areas. Seeps are discussed in the Section 4.3.3 Riparian Areas in the discussion of PAs, specifically PA VII under each alternative. Seeps are also discussed in Section 4.4.1 Vegetation in the table for each alternative describing acreage and mileage of routes within identified vegetation communities. BLM acquired and evaluated GIS layers related to water, seep and springs, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for water, seep and springs. Surgical designation changes were considered with regards to these resources to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-49, 176-50, 176-51, 176-52, 176-71
	Comment letter #195 is a form letter received from 6 commenters	195-3
	Center for Biological Diversity	379-92
	Mary Dellavalle	409-2
Comment 4.9-12: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (a) – Vegetation		
	Summary of Comments: These comments state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (a) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of vegetation. The comments contend that the DSEIS does not analyze impacts to Unusual Plant Assemblages (UPAs), specific species (desert cymopterus and Sanicle cymopterus), and the effects on the WMRNP on invasive plants. Some comments request that site-specific botanical surveys be conducted in areas where OHV routes would be designated with respect to the current land use plan and proposed route network.	

Response to Comments:
Desert cymopterus and Ripley's cymopterus (Cymopterus ripleyi var. saniculoides) are discussed in Section 4.4.1 Vegetation in the table for each alternative describing acreage and mileage of routes within identified vegetation communities. UPAs are discussed in section 4.3.3 Riparian Areas and throughout section 4.4.1 Vegetation Resources. Invasive species are discussed throughout Section 4.4.1 Vegetation. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. BLM acquired and evaluated GIS layers related to potential impacts to vegetation, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for vegetation resources. Surgical designation changes were considered with regards to vegetation resources to incorporate route specific public comments where appropriate. BLM determined that The WMRNP is not authorizing new disturbance to the planning area. No direct impacts are anticipated to plants or habitats, because only routes that have existing disturbance are legally permissible to use. There could be indirect impacts if unauthorized use occurs. In addition, camping, parking and stopping are also only authorized in areas with existing disturbance.

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Desert Tortoise Preserve Committee	117-10
Defenders of Wildlife and Sierra Club	176-49, 176-50, 176-71, 176-73
California Native Plant Society	179-2, 179-3, 179-4, 179-5, 179-6, 179-7, 179-8, 179-9, 179-17
California Native Plant Society	179-17
Comment letter #195 is a form letter received from 6 commenters	195-3
Margaret Adam	211-2
Center for Biological Diversity	379-76, 379-77, 379-78, 379-79
Desert Tortoise Council	380-6, 380-185
Desert Tortoise Council	412-31

Comment 4.9-13: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Wildlife Linkages

Summary of Comments:
These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments request that the analysis address *A Linkage Design for the Joshua Tree-Twentynine Palms Connection*, in evaluating the impact of routes on wildlife. BLM acquired and evaluated GIS layers related to potential impacts to wildlife linkages, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for wildlife linkages. Surgical designation changes were considered with regards to wildlife linkages to incorporate route specific public comments where appropriate.

Response to Comments:
BLM has acquired and considered the referenced document.

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Morongo Basin Conservation Association	156-2
Defenders of Wildlife and Sierra Club	176-52
Doria Talley	180-2

	Desert Tortoise Council	380-111, 380-162
	Desert Tortoise Council	412-32
Comment 4.9-14: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Desert Tortoise		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to the desert tortoise. The comments provide additional sources of data that were not considered in the DSEIS, and comment on additional source of impacts, such as habitat fragmentation, which they contend were not evaluates in the DSEIS. Some comments request that site-specific wildlife surveys be conducted in areas where OHV routes would be designated.	
	Response to Comments: Impacts to the desert tortoise are discussed throughout Section 4.4.2 Wildlife Resources and specifically on pages 4.4-47-50 with mitigation measures listed on page 4.4-58. Habitat fragmentation impacts are discussed throughout section 4.4.1.2. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. BLM acquired and evaluated GIS layers related to potential impacts to desert tortoise, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for desert tortoise. Surgical designation changes were considered with regards to desert tortoise to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Desert Tortoise Preserve Committee	117-1, 117-2, 117-3, 117-4, 117-5, 117-6, 117-7, 117-9, 117-14
	Defenders of Wildlife and Sierra Club	176-37, 176-39
	Paul Hadley and Wendy Hadley	215-2
	Center for Biological Diversity	379-9, 379-43, 379-47, 379-59

	Desert Tortoise Council	380-3, 380-4, 380-5, 380-8, 380-19, 380-20, 380-21, 380-22, 380-24, 380-32, 380-33, 380-34, 380-35, 380-36, 380-37, 380-38, 380-39, 380-40, 380-42, 380-43, 380-46, 380-51, 380-52, 380-53, 380-56, 380-57, 380-58, 380-59, 380-63, 380-66, 380-70, 380-81, 380-88, 380-89, 380-90, 380-99, 380-112, 380-116, 380-119, 380-132, 380-133, 380-143, 380-147, 380-173, 380-184, 380-210
	Desert Tortoise Council	412-1, 412-2, 412-5, 412-6, 412-7, 412-11, 412-19, 412-20, 412-33, 412-34, 412-41, 412-42, 412-78, 412-80, 412-81, 412-141
Comment 4.9-15: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Mohave Ground Squirrel		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to Mohave ground squirrel. Some comments request that site-specific wildlife surveys be conducted in areas where OHV routes would be designated.	
	Response to Comments: Impacts to the Mohave ground squirrel are discussed throughout Section 4.4.2 Wildlife Resources and specifically on pages 4.4-42. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. BLM acquired and evaluated GIS layers related to potential impacts to Mohave ground squirrel, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for important Mohave ground squirrel areas. Surgical designation changes were considered with regards to Mohave ground squirrel to incorporate route specific public comments where appropriate.	

	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-40
	Center for Biological Diversity	379-60
	Western Watersheds Project	411-18
	Desert Tortoise Council	412-73, 412-74
Comment 4.9-16: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Mojave Fringe-Toed Lizard		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to Mojave fringe-toed lizard. Some comments request that site-specific wildlife surveys be conducted in areas where OHV routes would be designated.	
	Response to Comments: Impacts to the Mojave fringe-toed lizard are discussed throughout Section 4.4.2 Wildlife Resources and specifically on page 4.4-41. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. Section 3.4.3.2.3 discusses how information regarding Mojave fringe-toed lizard was updated with information from the DRECP Baseline Biology Report, and the results of surveys conducted specifically to support the WMRNP. BLM acquired and evaluated GIS layers related to potential impacts to Mojave fringe-toed lizard, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for important Mojave fringe-toed lizard areas. Surgical designation changes were considered with regards to Mojave fringe-toed lizard to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-42, 176-65
	Center for Biological Diversity	379-61, 379-62, 379-63, 379-64, 379-65, 379-66
Comment 4.9-17: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Avian Species		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. Some comments request that site-specific wildlife surveys be conducted in areas where OHV routes would be designated.	
	Response to Comments: Impacts to the avian species, including burrowing owls, are discussed throughout Section 4.4.2 Wildlife Resources and specifically on pages 4.4-43. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. BLM acquired and evaluated GIS layers related to potential impacts to avian species, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for important avian species areas. Surgical designation changes were considered with regards to avian species to incorporate route specific public comments where appropriate.	
	Index to Comments	

	Defenders of Wildlife and Sierra Club	176-41, 176-66, 176-67
	Center for Biological Diversity	379-67, 379-68, 379-69, 379-70, 379-71, 379-72, 379-73, 379-74

Comment 4.9-18: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Mitigation Lands

Summary of Comments:

These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to lands established as mitigation lands for solar and other projects.

Response to Comments:

These are general comments that state a preference for closure of routes based only on their presence in or proximity to mitigation lands. There is no regulation or requirement for BLM to limit access in or near mitigation lands or preclude route designation within these areas. Each route was individually analyzed with respect to the objectives of each alternative, identified access needs, and the user conflicts and resource protections specified in 43 CFR 8342.1. Presence in or proximity to mitigation lands, on its own, is not a criterion in 43 CFR 8342.1 and therefore was not directly used as a criterion in the WMRNP analysis. However, in cases where routes within or adjacent to mitigation lands could be closed without unacceptable disruption to access needs, such as in the Desert Tortoise Research Natural Area, then these routes were closed. BLM has solicited input from the public and resource agencies regarding routes that may be causing user conflicts or resource impacts, including cases where these impacts are caused by routes within or adjacent to mitigation lands. BLM has made changes in response to this input, and will continue to solicit input and make appropriate route designation changes in the future.

In some cases, access needs dictated a need for routes that are located within or adjacent to mitigation lands. Therefore, the presence of a route within or adjacent to mitigation lands, on its own, cannot be used to close routes. BLM is not making any route designations on lands not under BLM management.

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Desert Tortoise Preserve Committee	117-17
Defenders of Wildlife and Sierra Club	176-1, 176-2, 176-20, 176-40
The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-79

Comment 4.9-19: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (b) – Bighorn Sheep

Summary of Comments:

These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (b) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments are specific to the analysis of impacts to bighorn sheep.

	Response to Comments: Impacts to the bighorn sheep are discussed throughout Section 4.4.2 Wildlife Resources and specifically on page 4.4-43. BLM is required to consider the best available data when conducting the NEPA analysis and there is no requirement for BLM to survey each individual species in order to complete NEPA analysis. BLM acquired and evaluated GIS layers related to potential impacts to Bighorn sheep, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for important Bighorn sheep areas. Surgical designation changes were considered with regards to Bighorn sheep to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-43, 176-64
	Western Watersheds Project	411-19
Comment 4.9-20: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (c)		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (c) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments generally cite one or more impacts covered under 43 CFR 8342.1 (c), including conflicts between off-road vehicle use and other recreation uses, compatibility of off-road vehicle use with existing conditions in populated areas, taking into account noise and other factors. BLM acquired and evaluated GIS layers related to 43 CFR 8342.1, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration to 43 CFR 8342.1. Surgical designation changes were considered with regards to 43 CFR 8342.1 to incorporate route specific public comments where appropriate.	
	Response to Comments: These are general comments that state that the analysis of conflicts between off-road vehicle use and other recreation uses, compatibility of off-road vehicle use with existing conditions in populated areas, taking into account noise and other factors, is inadequate. BLM has solicited input from the public regarding routes that may be causing user conflicts and received many route-specific comments related to conflicts with personal property. BLM has made changes in response to this public input, particularly increasing the routes with the subdesignation of "street legal", and will continue to solicit public input and make appropriate route designation changes in the future.	
	Index to Comments	
	Center for Biological Diversity	379-13, 379-36
Comment 4.9-21: The DSEIS does not adequately analyze impacts of the proposed Plan Amendments and route networks with respect to 43 CFR 8342.1 (d)		
	Summary of Comments: These comments generally state that the analysis of impacts with respect to the minimization criteria in 43 CFR 8342.1 (d) is inadequate, is not provided at all in the DSEIS, or fails to utilize and evaluate all available relevant information, including information that was used in DRECP. These comments generally cite the route network in officially designated Wilderness Areas or Wilderness Study Areas.	

	Response to Comments: BLM is not designating routes within designated wilderness areas. Presence of routes in WSAs and LWC areas were considered in the designation of all routes, using the process described in Section 2.1.4 of the DSEIS. Route designations are based on the lands which have been designated to be managed for wilderness characteristics under DRECP. For each of the individual routes or areas cited in the comments, BLM reviewed and re-considered the proposed designation.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-68
	Paul Pearson	204-2
	Center for Biological Diversity	379-14, 379-15
Comment 4.9-22: The DSEIS does not properly analyze impacts to conservation areas and areas with disturbance caps established under DRECP		
	Summary of Comments: These comments request better coordination between WMRNP and DRECP. Some comments state that WMRNP does not incorporate the changes that were made under DRECP. Some comments request that the WMRNP SEIS discuss how the DRECP disturbance caps were considered. Many commenters included their DRECP comments as an attachment to the WMRNP comments.	
	Response to Comments: The Draft SEIS incorporates all changes in land management and resource protection associated with DRECP. All routes within the inventory, whether designated open or closed, are included in the baseline calculations for disturbance. Routes designated from the inventory baseline are considered existing disturbances, and conservation and management actions related to new disturbance do not apply.	
	Index to Comments	
	Pam Nelson	62-3
	Comment letter #4 is a form letter received from approximately 3,520 commenters	64-2
	California Native Plant Society	179-6, 179-11, 179-12, 179-13
	Chris Lish	333-2
	F Hammer	335-2
	Roman LoBianco	336-2
	Kathleen McConn	339-2
	Katie Fagan	341-2
	Stewart Wilber	342-2
	Desert Tortoise Council	380-91
	Carla Cicchi	405-2
	Western Watersheds Project	411-3
Comment 4.9-23: The DSEIS does not properly analyze impacts that would occur to National Park Service lands		

	Summary of Comments: These comments state that the analysis in the DSEIS does not properly address impacts that would occur to National Park Service lands. The comments do not specify what impacts should be evaluated, and do not identify specific text that is deficient. BLM acquired and evaluated GIS layers related to potential impacts to National Park Service Lands, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria for important National Park Service Lands. Surgical designation changes were considered with regards to National Park Service Lands to incorporate route specific public comments where appropriate.	
	Response to Comments: BLM coordinated with the National Park Service regarding route designation and impacts to National Park Service lands, as well as other adjacent jurisdictions.	
	Index to Comments	
	Gordon Zittel	199-7
Comment 4.9-24: DSEIS must address ability for BLM to implement and enforce the Minimization Measures		
	Summary of Comments: These comments generally state that the DSEIS should address the ability for BLM to implement and enforce the minimization measures, including the necessary funding to provide enforcement.	
	Response to Comments: Implementation and enforcement of route designations are discussed in the TMPs; implementation is discussed throughout Travel and Transportation Implementation and enforcement is discussed in Education and Outreach.	
	Index to Comments	
	Defenders of Wildlife and Sierra Club	176-6, 176-24, 176-29, 176-30, 176-31, 176-55
	California Native Plant Society	179-18, 179-19, 179-20
	Comment letter #195 is a form letter received from 6 commenters	195-4, 195-5
	Paul Pearson	204-4
	Margaret Adam	211-4
	Paul Hadley and Wendy Hadley	215-3
	Desert Tortoise Council	380-84, 380-152
	Desert Tortoise Council	412-4, 412-35, 412-54, 412-59, 412-136, 412-157
Comment 4.9-25: DSEIS must address impacts on enforcement by other agencies		
	Summary of Comments: These comments state that the DSEIS must include an evaluation of the impact of the WMRNP on the capacity or capability of other enforcement agencies to respond to OHV-related complaints.	
	Response to Comments: Route designation should not impair the ability of other enforcement agencies to respond to complaints within their jurisdictions. BLM is responsible for responding to OHV-related complaints on BLM lands. It is the responsibility of other law enforcement agencies to respond to OHV complaints on lands that are not managed by BLM. BLM has coordinated with adjacent jurisdictions, including counties, to ensure that appropriate access is maintained on BLM lands for their required activities, such as law enforcement.	
	Index to Comments	
	Pam Nelson	62-6

	Sean Blau	114-8
	Defenders of Wildlife and Sierra Club	176-3, 176-4
	Center for Biological Diversity	379-35
Comment 4.9-26: The analysis of economic impacts to tourism, the tourism economy, and property values are not sufficient		
	Summary of Comments: These comments state that the DSEIS should include an analysis of the economic impacts of the alternatives on property values, tourism, and the tourism economy. The comments generally imply that the impact is negative.	
	Response to Comments: BLM acquired and evaluated GIS layers related to potential impacts to the economy, and incorporated that information into the revised route network in Alternative 5. Route designations take into consideration the designation criteria important to the American economy. Surgical designation changes were considered with regards to the economy to incorporate route specific public comments where appropriate.	
	Index to Comments	
	Adrian Field, Blanca Martinez, Paul Pearson, Olive Toscani	166-9
	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz	178-4, 178-5, 178-10, 178-8
	Doria Talley	180-2
	Comment letter #196 is a form letter received from 5 commenters	196-3
	Margaret Adam	211-2
Comment 4.9-27: The cumulative analysis in the DSEIS does not include the detailed analyses required by NEPA		
	Summary of Comments: These comments generally state the cumulative impact analysis in the DSEIS does not contain the level of detail required, or request specific analysis of cumulative impacts associated with renewable energy projects. The comments do not provide specific examples, or identify specific text in the DSEIS that is deficient.	
	Response to Comments: Section 4.15 acknowledges renewable energy projects as part of the cumulative scenario, and discuss their cumulative impacts with respect to global climate change and biological resources. In addition, the integration of the WMRNP with the DRECP incorporates the analysis of renewable energy projects considered in the DRECP.	
	Index to Comments	
	Center for Biological Diversity	379-38
	Desert Tortoise Council	380-24
	California 4 Wheel Drive Association	406-16
	Western Watersheds Project	411-13
Comment 4.9-28: Recommendations for specific wording changes or factual corrections in the DSEIS		
	Summary of Comments: These comments recommend specific wording changes or factual corrections to be made in the DSEIS. Some of the comments are made by other agencies or landowners, in order to provide a more accurate description of their agency, their lands, or their role in transportation planning. Others are made by reviewers who noted inaccurate statements or missing analyses in the DSEIS. Some commenters identified text that had been adopted out of the 2006 WEMO EIS, without having been updated. Some comments recommended additional projects to be included in the cumulative analysis.	

	Response to Comments: The agency has reviewed the individual proposed text changes, and made corrections to the text of the Draft SEIS, where appropriate.	
	Index to Comments	
	Randy Banis	138-13, 138-14
	W Peter Vanderlaag	330-1, 330-2, 330-3
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society	377-58, 377-59, 377-60, 377-80, 377-90, 377-94, 377-99, 377-140, 377-141, 377-142, 377-143, 377-144, 377-147
	Center for Biological Diversity	379-26, 379-28, 379-29, 378-44, 379-75, 379-88, 379-94

	Desert Tortoise Council	380-11, 380-12, 380-13, 380-14, 380-15, 380-16, 380-23, 380-27, 380-28, 380-29, 380-30, 380-4, 380-47, 380-49, 380-50, 380-55, 380-56, 380-61, 380-64, 380-68, 380-71, 380-72, 380-74, 380-75, 380-76, 380-83, 380-85, 380-87, 380-92, 380-93, 380-94, 380-95, 380-96, 380-100, 380-102, 380-104, 380-105, 380-106, 380-107, 380-108, 380-109, 380-113, 380-114, 380-115, 380-117, 380-118, 380-124, 380-125, 380-126, 380-127, 380-128, 380-129, 380-130, 380-131, 380-134, 380-135, 380-136, 380-138, 380-139, 380-140, 380-141, 380-142, 380-143, 380-144, 380-145, 380-146, 380-148, 380-151, 380-153, 380-154, 380-155, 380-156, 380-157, 380-158, 380-161, 380-164, 380-166, 380-178, 380-187, 380-188, 380-190, 380-193, 380-195, 380-196, 380-197, 380-200, 380-202, 380-203, 380-204, 380-205, 380-206, 380-207, 380-208, 380-209
	Town of Apple Valley	382-4, 382-6
	Jay and Karen Moon, Ron and Jonna Kemper, Billy & Julie Mitchell, Jon Stone (Allotment Lessees)	393-5

	Nord Embroden	394-1, 394-2, 394-3, 394-4
	San Manuel Band of Mission Indians	396-1
	California Off-Road Vehicle Association	399-5
	Kerncrest Audubon Society	400-3
	Michael Degnan	402-1, 402-2
	US EPA, Region IX	403-2
	California 4 Wheel Drive Association	406-8, 406-17

	Desert Tortoise Council	412-21, 412-22, 412-23, 412-24, 412-25, 412-26, 412-27, 412-38, 412-39, 412-49, 412-50, 412-53, 412-55, 412-56, 412-61, 412-68, 412-70, 412-71, 412-72, 412-75, 412-76, 412-77, 412-79, 412-85, 412-86, 412-87, 412-88, 412-89, 412-90, 412-91, 412-92, 412-93, 412-94, 412-95, 412-96, 412-97, 412-100, 412-101, 412-102, 412-103, 412-104, 412-105, 412-106, 412-107, 412-108, 412-109, 412-110, 412-111, 412-112, 412-113, 412-114, 412-115, 412-116, 412-117, 412-118, 412-119, 412-120, 412-121, 412-122, 412-123, 412-124, 412-125, 412-126, 412-127, 412-128, 412-129, 412-130, 412-131, 412-132, 412-135, 412-137, 412-138, 412-139, 412-140, 412-142, 412-143, 412-146, 412-147, 412-148, 412-149, 412-150, 412-151, 412-153, 412-154, 412-156
Comment 4.9-29: The analysis does not adequately address the benefits of motorized recreation		
	Summary of Comments: These comments state that the Draft EIS does not address the impacts on and benefits of motorized recreation and state that the impacts considered under 43 CFR 8342.1 are overstated.	

	Response to Comments: Section 4.6 quantifies the mileage of recreational routes under each route network alternative in the same way that other resource sections quantify the mileage of routes is areas covered by resource protections. The SEIS makes no attempt to imply that mileage of routes in resource protection areas is more or less important than mileage of routes associated with recreation. It simply provides the data so that BLM staff can weigh the adverse and beneficial impacts and make informed decisions. Similarly, Section 4.5 discusses the adverse and beneficial economic impacts of both recreation and natural resources, and does not imply that one is of more value than the other.	
	Index to Comments	
	Capital Trail Vehicle Association	54-6, 54-7, 54-8, 54-9, 54-10, 54-11, 54-13, 54-16, 54-17, 54-18, 54-19, 54-20, 54-21
	California 4 Wheel Drive Association	406-1, 406-2, 406-14
Comment 4.9-30: Route or area-specific comments that did not provide Route Number		
	Summary of Comments: These comments request that designations of routes in specific areas be modified, but they do not provide a route number.	
	Response to Comments:	
	Index to Comments	
	Pat Flanagan (Lucerne Valley DFA)	52-1
	Desert Tortoise Preserve Committee (TMA 7, Western Rand ACEC)	117-11
	Desert Tortoise Preserve Committee (Ord Rodman Allotment)	117-15
	Pacific Crest Trail Association (PCT)	135-2, 135-3, 135-5
	Beth Sheffield (Mesa Road)	174-1
	Defenders of Wildlife and Sierra Club (Afton Canyon)	176-62, 176-63, 176-64, 176-65, 176-66, 176-67, 176-68, 176-69
	Defenders of Wildlife and Sierra Club (Lower Sweetwater Spring)	176-72
	Chris Carraher, Eric Hamburg, Beth Sheffield, Ken Sitz, Teresa Sitz (Wonder Valley)	178-6
	U.S. Marine Corps Installations West (Sunshine Peak Range Training Area and Black Top Training Area)	183-6
	Peggy Lee Kennedy (Copper Mountains and Sunfair Dry Lake)	186-1
	John Pickett (North Cady Mountains)	188-1
	James Erickson (TMA 3, Map 17)	191-1, 191-2
	Jim Wilson (El Mirage OHV Park)	198-1
	Gordon Zittel (roads south of Highway 62)	199-8
	Jim Wilson (El Mirage)	200-1
	Teresa Sitz (Old Amboy Road)	203-1
	Paul Pearson (Pipeline Road)	204-6
	Neil Weirenga (Section 5 east of Onaga and north of Doggie Trail)	218-1
	Carol Wiley (Afton Canyon)	228-3
	Lynne Maddux (South Downs Road)	229-1

	Mary Robertson (Superior Dry Lake)	230-1
	1frostYJ23 (no name given) (Superior Dry Lake)	247-1
	Patricia Printa (Section 5 in Joshua Tree)	254-1
	Jean Doyle (TMA 3, Map 17)	292-1
	Lance LeVoir (TMA 3 Maps 19 and 20)	275-1
	Lance LeVoir (TMA 3 Maps 13 and 14)	275-2
	Carl Masse (Superior Dry Lake)	338-1
	Lester Robinson (Superior Dry Lake)	349-1
	Richard McDowell (Old Ironage Road)	350-1
	Richard McDowell (Sheephole Mountains	350-2
	Ron Banuk (Route 135247 and 135248)	363-1
	Wilderness Society, California Wilderness Coalition, Friends of Inyo, Conservation Lands Foundation, and California Native Plant Society (Middle Knob)	377-89
	Wilderness Society, California Wilderness Coalition, Friends of Inyo, Conservation Lands Foundation, and California Native Plant Society (Middle Knob)	377-122
	Wilderness Society, California Wilderness Coalition, Friends of Inyo, Conservation Lands Foundation, and California Native Plant Society (Sleeping Beauty)	377-126
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society (Map provided)	377-150
	The Wilderness Society, Friends of Inyo, Conservation Lands Foundation, California Wilderness Coalition, California Native Plants Society (Cady Mountains)	377-373
	Desert Tortoise Council (camping along 20 Mule Team Road)	380-12
	Desert Tortoise Council (Dove Springs Open OHV Area)	380-31
	Desert Tortoise Council (Red Rock Canyon)	380-45
	Desert Tortoise Council (Cuddeback Lake)	380-77, 380-78, 380-101, 380-137, 380-191, 380-198
	Desert Tortoise Council (Johnson Valley to Parker Valley Race Corridor)	380-167
	Desert Tortoise Council (Spangler Hills Area)	380-192
	Town of Apple Valley (Bell Mountain, Little Bell Mountain, Catholic Hill)	382-1
	Town of Apple Valley (Fairview Mountain)	382-2
	Town of Apple Valley (along Stoddard Wells Road)	382-3
	Western San Bernardino County Landowner's Association (Edwards Bowl)	383-11, 383-12
	Brad Dunning (Old Ironage Road)	390-1
	ORV Watch Kern County (TMA 7, Map 12)	392-2
	ORV Watch Kern County (TMA 4, Map 8)	392-3, 392-4, 392-5
	ORV Watch Kern County (TMA 4, Map 10)	392-6, 392-7
	ORV Watch Kern County (TMA 4, Map 11)	392-8
	ORV Watch Kern County (TMA 4, Map 13)	392-9
	ORV Watch Kern County (TMA 4, Map 14)	392-10
	ORV Watch Kern County (TMA 4, Map 16)	392-11
	ORV Watch Kern County (TMA 4, Map 18)	392-12

	Pacific Landyacht Club (El Mirage Dry lake)	394-5, 394-6, 394-7
	Pacific Landyacht Club (Superior Dry lake)	394-8, 394-9, 394-10, 394-11
	Pacific Landyacht Club (Cuddeback Dry lake)	394-12, 394-13, 394-14, 394-15
	Pacific Landyacht Club (Soggy Dry lake)	394-16, 394-17, 394-18
	Pacific Landyacht Club (Chisholm Dry lake)	394-19
	Carl Eberly (Superior Dry Lake)	379-1
	Diane Kuntz (Section 5 west of Quail Springs Road)	401-1
	Neil Weirenga (Section 5 east of Onaga, east of Quail Springs Road, and north of Doggie Trail)	408-1
	Petition in support of hiking proposal signed by 26 individuals (Juniper Flats)	413-1

Appendix J

APPENDIX J

REFERENCES

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REFERENCES

Chapter 1.0 Introduction

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